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no. 29 #1
Feb. '46

ATLANTIC FISHERMAN

FEBRUARY, 1945

V26

Feb '45 - Jan '46

When Even Nature
is an **ENEMY...**

Rope is **OUR ALLY...**

● Next time you wonder why you can't get all the good Columbian Rope you want—remember this picture. These men, officers and non-coms, are studying the use of Rope in a Mountain Training Sector in Italy. When a desperate enemy builds his strategy around the terrain—hides behind mountains that even mules can't climb—our fighters must still get through—inexorably driving the enemy from one more secret place of hiding. And, when that happens, only Rope will get them through. These men will instruct their commands in the use of Rope. And, lashed together, they will slowly, certainly, climb the highest peaks; painfully make their way into the deepest chasms—fighting for every inch of ground they gain.

When these fellows no longer need Rope to lash each to the other in a shell-torn Hell of War—then, Columbian Rope will be available to you. They need the best now—but, as always, the best is worth waiting for.

COLUMBIAN ROPE COMPANY

Auburn, "The Cordage City," N. Y.

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Boston Office and Warehouse

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WILLIAM F. BARKER
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M-P motor driven centrifugal pumps operate continuously, wet or dry. Specially designed to handle bilge sediment and fish scales without clogging, these pumps are ideally suited for all types of fishing vessels, tugs, work boats and other commercial applications.

Get acquainted with M-P pumps at leading marine supply dealers in all principal ports. Or send for literature.

HERE COMES A KICK IN THE SEAMS

Fishboats are built to take a beating from "white horses" of the sea . . . to stand up under the slamming, pounding, twisting and racking of storm-tossed water. Yet the sturdiest seams can open up under strain, and often do.

When leaks occur, safety lies in a dependable M-P pump capable of pitching out sea water faster than any small craft can safely ship it and stay afloat. With capacities up to 400 gallons per minute, there's a size and type of M-P pump for all normal pumping requirements and ample capacity for every emergency.

MARINE PRODUCTS CO.

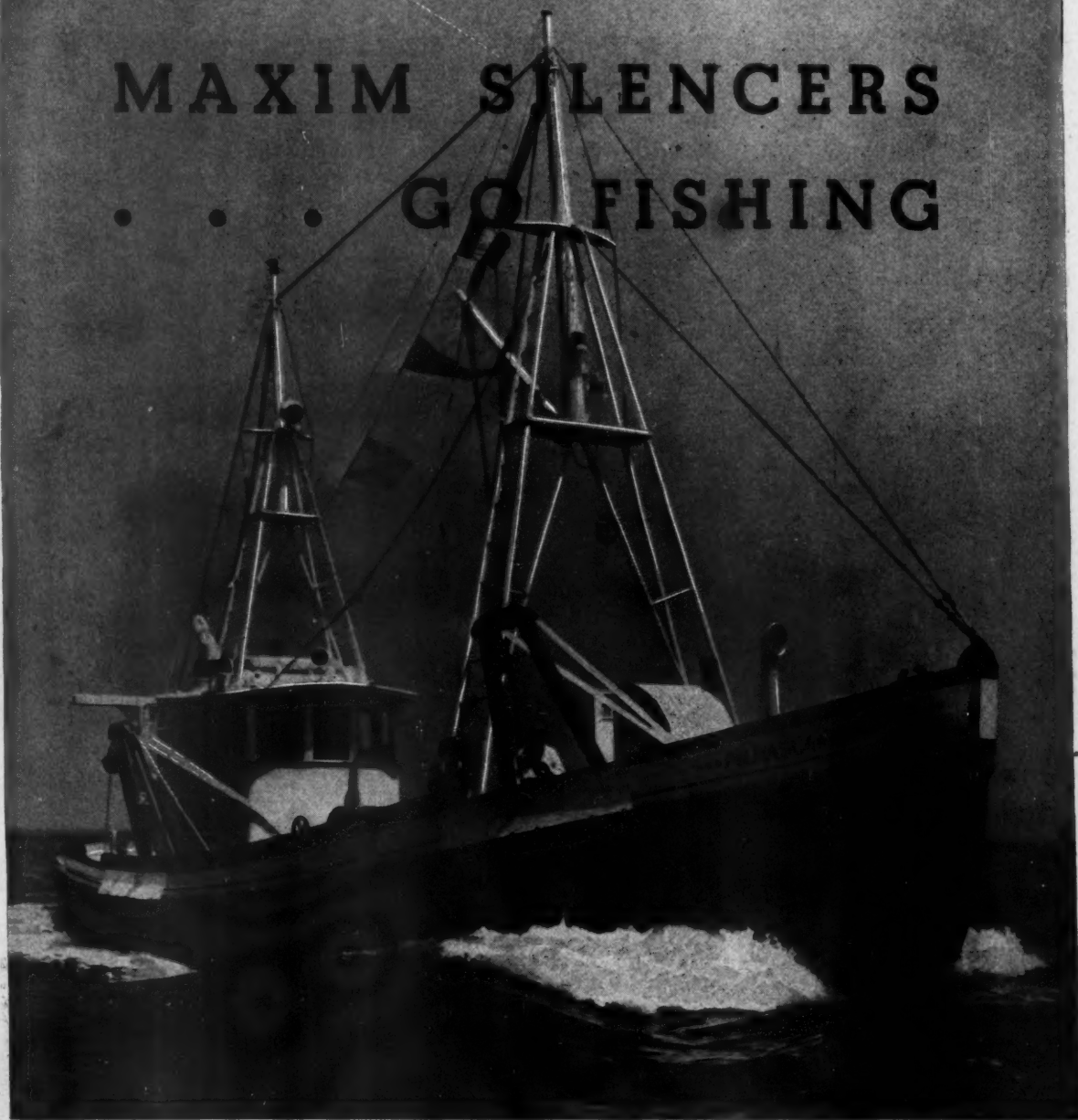
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DETROIT 7, MICHIGAN

M A R I N E E N G I N E E R E D E Q U I P M E N T

MAXIM SILENCERS ... GO FISHING



The boat shown above is a Rye Dragger built by Wm. Edgar John & Associates, Inc., of Rye, N. Y., and Maxim equipped.

Maxim Silencers are the kind of equipment that the careful owner likes to have with him . . . equipment that does the job well . . . takes minimum care and upkeep . . . and will stand up under hard usage.

Maxims insure quiet engine exhaust, and 100% spark arresting . . . an important safety measure against deck fire hazards.

Bulletins on Maxim Marine Silencers will be sent on request. Simply specify whether you are interested in wet type, dry type and for what size and type engine, Diesel or gasoline.



MAXIM

THE MAXIM SILENCER CO. • 74 Homestead Ave., Hartford, Conn.

ENTERPRISE MEANS PROFITS

Captain A. N. Lucido, one of the foremost sardine fishermen of Monterey, California, recognizing the importance of power in order to assure high earning profits on his purse seiner investment, installed an Enterprise Diesel, Model DMX-6, 250 HP at 400 RPM. Enterprise power gives the "Flying Fortress" speed to get in and out of port, additional horsepower reserve to meet tough going, dependability which allows year-in and year-out service, low operating and maintenance costs with compactness for more

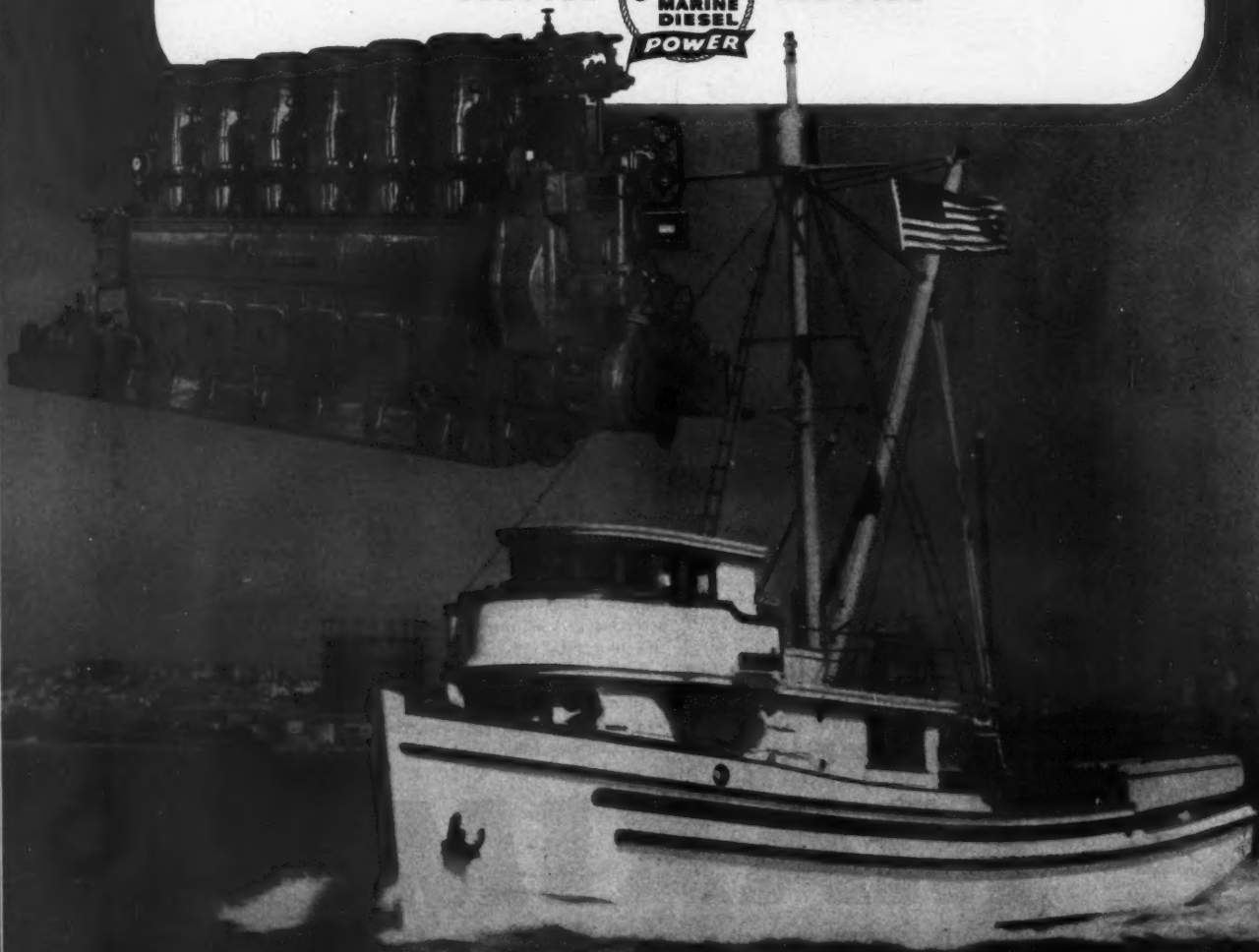
cargo space. Purse seiner and tuna clipper owners unconditionally prefer Enterprise Diesels as the features incorporated in these engines make for greater profits. The performance and service already demonstrated by Captain Lucido's purse seiner constructed by Anderson and Cristofani, forecasts substantial dividends from a sound investment. There is an Enterprise Diesel designed and constructed to give your boat more earning power. Write today for the new 173 Marine Bulletin.

ENTERPRISE ENGINE & FOUNDRY CO.

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HOW MUCH MONEY SHOULD A FISHERMAN MAKE?

You certainly should make as much as your skill, your luck and your labor entitle you to. But sometimes there's a leak in your earning capacity . . .

The netting you use!

If netting twine breaks, fish slip through, profits are lost. Small as the losses may be, they count up. At the end of a season they represent an amount well worth saving.

And save money you will when you use dependable GOLD MEDAL netting. Its rugged strength and durability mean fewer leaks . . . hence more pounds of fish in the daily catch, and more take-home money.

Five step control in making GOLD MEDAL netting is the reason for its superior quality. Cotton selection, yarn spinning, twine twisting, net weaving and inspection are *all* done right in our own mills, where we can control production.

The next time you need netting be sure that you buy GOLD MEDAL . . . the choice of successful fishermen for over 100 years.



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means controlled production in our own plants, from the bale of cotton to the finished netting. No other netting can make this statement. This is your assurance of dependable quality.



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The greatest name in netting

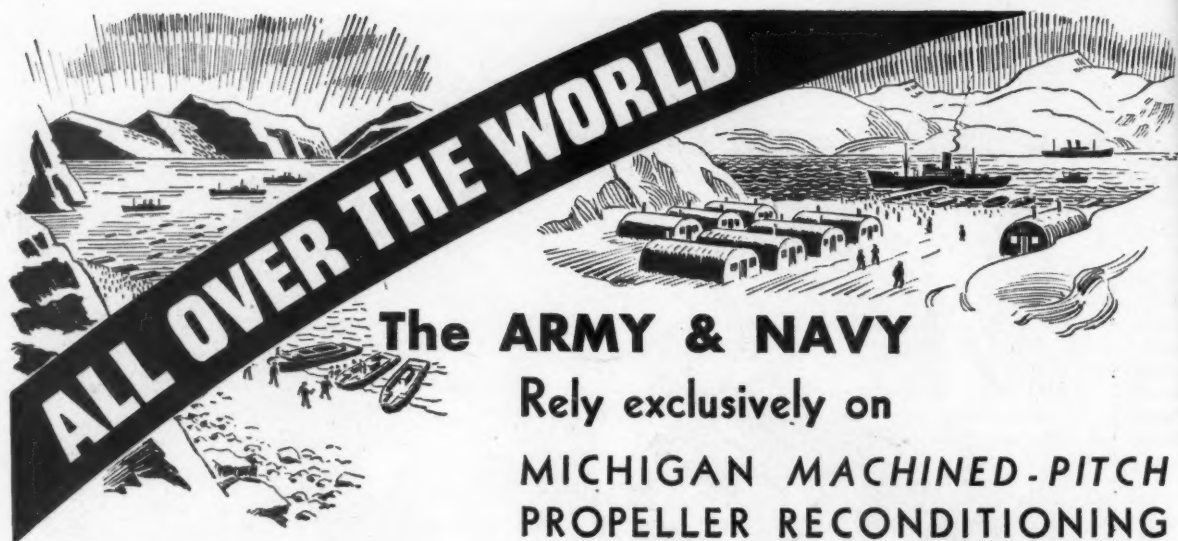
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Propellers damaged in far away seas are frequently irreplaceable. But our war craft must go on with a minimum of delay. And, thanks to Michigan MACHINED-PITCH Propeller Reconditioning Equipment, which the Army and Navy use exclusively, they do.

It's the only means by which perfect pitch, perfect spacing and balance can be accurately restored to badly damaged wheels. It involves the same precisely machined PITCH-BLOCKS which in a large measure are responsible for the super accuracy and uniformity of every MICHIGAN MACHINED-PITCH Propeller. It's the same equipment used in our strategically located Service Stations throughout the U.S.A.

Perfect accuracy is absolutely essential to good propeller performance. And that's one basic reason why you will derive more satisfaction from propellers built by the MICHIGAN MACHINED-PITCH process. If you would like to know more about it, write for our new catalog No. 145.



3 TIMES WINNER OF THE "E" AWARD



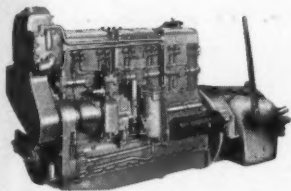
MICHIGAN WHEEL COMPANY · Grand Rapids 3, Michigan

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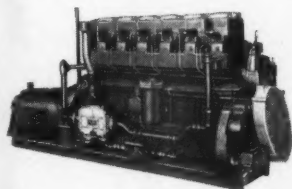
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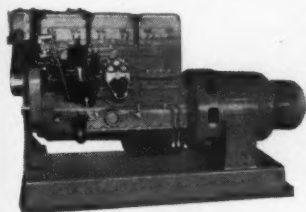
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The six-cylinder, 672 cu. in. Model HMR-600 Cummins Diesel, developing its maximum of 150 hp. at 1800 rpm., is a veteran of the fishing fleets of the Pacific, the Atlantic and the Gulf. In this grueling service, its quick cold-weather starting and superior flexibility have been important factors in "getting out first and back first while prices are right."



Model L Cummins Diesels, like the Model H, are designed for main or auxiliary propulsion, or for generating service. Model LMR-600 Cummins Marine Diesel is a six-cylinder, medium speed diesel, developing its 250 hp. (maximum) at 1000 rpm. Like all Cummins Diesels, it is outstanding in its operating and upkeep economy and its 24-hour-a-day dependability ... no matter how tough the going.



For generating service as well as for propulsion power, you can rely on Cummins Marine Diesels for reliable, low-cost performance. Model HGA-601 (AC) and Model HGD-601 (DC) Cummins Marine Diesel Generating Sets are offered with two ratings: 35 kw. at 900 rpm., and 50 kw at 1200 rpm. Other Marine Generating Sets are manufactured in a complete line of models ranging from 15 to 125 kw. capacity. Illustrated in the photo above is Model HGA-601.

Make Yours the "Deep Sea" Diesel

A diesel that consistently gets out first and back first with the record catch ... a diesel that is good for hours of slow-speed trolling with a quick burst of power always on tap ... a diesel that is ready to go at the touch of a button in any weather ... a diesel that is economical to operate and maintain. That's the kind of diesel the commercial fisherman wants for his boat. And that's the kind of diesel he gets in a tried and proved, "deep sea" Cummins Marine Diesel. CUMMINS ENGINE COMPANY, INC., Columbus, Ind.

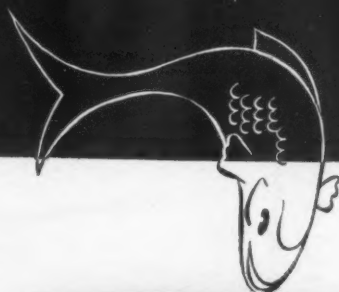


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Higgins fishing boats will be built to outfish the field: (1) Last word in seaworthiness; (2) More comfortable working and living space; (3) Greater cargo capacity; (4) Better cargo preservation features; (5) More efficient gear distribution and accommodation; (6) Swifter maneuverability and speed per power unit. . . . And many other profit-making features.

Be wise. Write for complete details. Dept. D-130, Higgins Industries, Inc., Industrial Canal Division, New Orleans.

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"Navigation Wrinkles for Combat Motor Boats"—108 pages, illustrated. Based on lectures given in Higgins Boat Operators and Marine Engine Maintenance School. Postpaid \$1.00



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The quality which gives Willard Batteries their extra dependability, extra ruggedness and extra long life is built-in with fine materials by skilled workmen. Then it is safeguarded by the 74 checks and inspections, which every Willard Battery must pass. Buy Willards—buy wisely.



Army-Navy "E", awarded to the Willard Storage Battery Company, Cleveland Plant, for high achievement in the production of war material.

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"I SAW TINY STRENGTH MADE MIGHTY..."

David Dietz, Science Editor of Scripps-Howard, begins a vivid report on the contribution of the engineer to the ancient art of rope making

"Have you ever seen a galloping steer stopped dead in his tracks by a cowboy's lariat? Or a giant ship held to its pier by a hawser looking like the gossamer thread of a spider web? Why doesn't it break under the terrific strain?

"I found the answer when I visited the world's largest ropemakers . . . Plymouth Cordage Company. There I saw slender fibers from all over the world turned into rope so strong that it withstood a pull of over 100,000 pounds!

"These fibers, inspected, re-graded and blended to Plymouth's exacting standards, were lubricated with a Plymouth-developed oil. Then twisted into yarns, strands, and finally rope. Rope, upon which depends the lives of men and valuable property . . . at sea, in the air, in homes, on farms, and in the factories of the world.

"I realized why ropemaking at Plymouth, simple to outline here, uses modern machines and skilled workmen . . . demands constant laboratory testing and development, and why Plymouth carefully engineers each manufacturing step to give rope greater strength, more useful performance, longer life."



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Strong Fish Demand Anticipated

RECENT War Developments have altered the food supply picture considerably. When reservations are revised in April, Government takings may be increased unless German resistance is fully ended. Very short trade stocks of canned goods, and some other important foods are anticipated.

The Army is moving overseas, as rapidly as shipping space becomes available, most of the foods taken from 1944 production. Generals want ample foods in Europe for large armies that might have to continue fighting through much of 1945; and now realize that conditions in liberated territories will be so demoralized that much larger quantities of food must be furnished to civilians in Europe.

Even if organized resistance by the Germans ends within a few weeks, fairly large armies will be kept in Europe to cope with whatever guerrilla fighting may occur. At present, armies are living largely on field rations. When the Army of Occupation really gets settled, soldiers will put a big dent in canned food stocks.

Some of the intended heavy food purchases from 1945 production will continue moving to Europe, but the bulk is intended for the Far East, where foods must be accumulated to prepare for 2,000,000 or more men engaged in last fighting against the Japs.

War, European and civilian demands for meat will continue so large and pork supplies so short that neither the Government nor civilians will get all the meat they want till after 1945.

The entire fish situation has materially changed during the past 60 days because of the tighter overall food picture. Frozen fish in storage is moving out at a rapid pace.

If the war continues through the spring, outlook is that OPA will have to change its mind on the suspension of fresh fish ceilings that had tentatively been scheduled for that time. It had been planned temporarily to suspend fish ceilings when market prices fell below maximums and remained below for a it is now doubtful that fresh fish prices will fall much under reasonable length of time. With shortages in many other foods, ceilings and therefore the price orders will probably remain in effect.

A 100% set-aside has been issued by WFA on canned California pilchards and Pacific Coast mackerel, despite the fact that the production of pilchards jumped to 3,451,000 cases as of Jan. 20, compared to 2,862,000 at the same time last season—a gain of 20%. The order, which superseded the previous 55% set-aside, was necessary to meet increased Army needs created by the Philippine invasion. The Islands normally represented the largest export market for pilchards, and these will undoubtedly be used to help feed the starved natives.

OPA is considering higher ceilings for canned oysters to compensate for the shorter pack. The Agency has received financial statements from all packers covering their operations last season; which had to be submitted by December 18.

Failure of OPA to act promptly on request for higher ceilings, light supplies of raw stock and a severe labor shortage are combining to hold the oyster pack to the lowest level in years. Pack thus far is only about 30% of normal compared with 40% of normal a year ago. Small production has raised considerably the per unit cost.

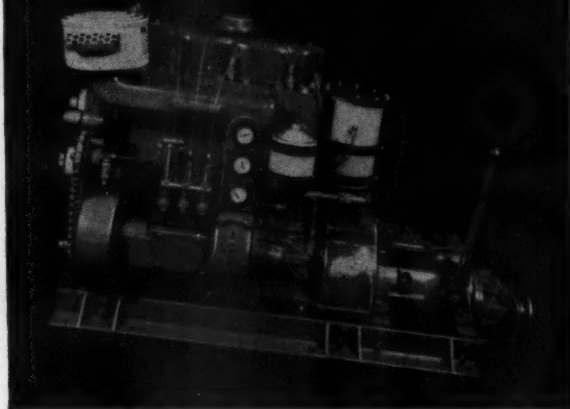
Fishery Activities Remain Essential

ON January 16, the War Manpower Commission issued a new list of Essential Activities to be used as a guide by Selective Service Boards in considering the drafting of deferred registrants in the 26 to 30-year age groups. All positions listed are classified as either "essential" or "critical", although all technical, scientific, and research personnel engaged in any of listed activities are regarded as being engaged in critical activities.

The following fishery activities are listed as essential: (5) (c) Commercial Fishing—Including fish hatcheries (conservation or commercial) and sponges. Gathering, bleaching, cutting and trimming. (6) Processing of Food—Including production of fish,

(Continued on page 14)

More CARGO Capacity For SMALL Boats...



With a Sheppard Model 6C Marine Propulsion Engine

This is just one of the advantages offered small boat owners, builders and operators by the Sheppard Marine Propulsion Engine. Sheppard knew how to build this Diesel to deliver a maximum of power in a minimum of space because Sheppard specializes in small boat Diesels... NOT just small size Diesels.

This entire engine is a compact, integrated unit—engineered complete with built-in heat exchanger and expansion tank, bronze sea water pump and fuel supply pump, fuel oil and lube oil filters, water cooled manifold, oil bath air cleaner and a built-in by-pass thermostat that provides proper engine temperature regardless of climate and without adjustment. The unit is available with reverse gear and with or without 2:1, 3:1 or 4:1 reduction gears.

You can't afford to be without the facts about Sheppard Marine Propulsion Engines. Mail the coupon now... before it's lost in the shuffle of business!



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ALL AMERICAN DIESEL
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R. H. Sheppard Co., 330 Middle St., Hanover, Pa.

Please mail me specifications and literature about Sheppard Marine Propulsion Engines.

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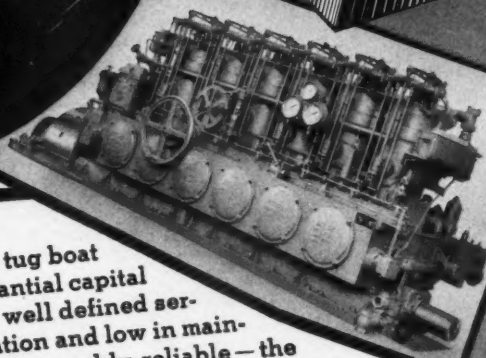
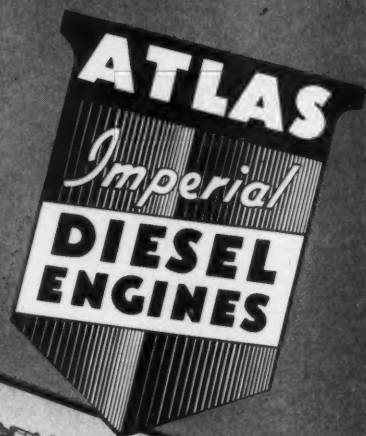
Company or Activity

Address

Type of Craft Length

Beam Draft Required Speed

THE DIESEL FOR THE *LONG PULL*



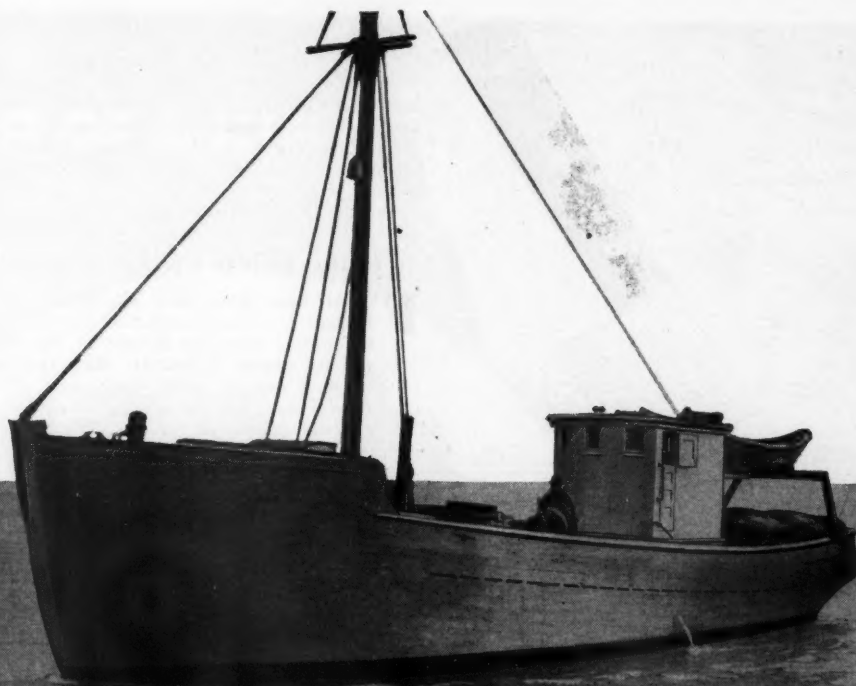
● When you select a Diesel engine for a tug boat or a fishing craft you are making a substantial capital investment. The engine must perform a well defined service—it should be economical in operation and low in maintenance cost. Above all, it should be thoroughly reliable—the kind that will take you there and get you back in fair weather or foul.

When you buy an **ATLAS DIESEL** for a work boat or a fishing craft, you are making an investment "for the long pull." You are getting an engine that you can live with and profit with for many years to come. It's the kind that you can work as many hours as you wish without pampering or petting—always ready to go when you are.

The characteristics of Atlas Diesels are not accidental. They are determined strictly by design and experience. Heavy duty construction and slow speed operation just naturally add up to reliable performance, a low rate of wear and tear, and consequent long life. If those are the things you want in a Diesel, specify an Atlas, for Atlas Diesels are planned and built to give those results.

ATLAS IMPERIAL DIESEL ENGINE CO.

SAN FRANCISCO • CHICAGO • NEW YORK • HOUSTON
SEATTLE • VANCOUVER • TERMINAL ISLAND • ASTORIA • KETCHIKAN
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"GULF QUALITY LUBRICANTS

keep her engine sweet-running and dependable"

says Captain Peter O. Tysver

A GOOD ENGINE, Gulf quality lubricants—that's the team I rely on for high-line trips," says Captain Peter O. Tysver, owner-skipper of the "Lois T." "With this combination I get smooth, dependable power, and low operating costs."

Because they've proved their lubricating value and long life under all kinds of service conditions, Gulf quality marine lubricants are preferred by scores of fishermen. They provide the kind of lubrication that means better performance, more working hours, and lower maintenance costs.

If you are not one of the hundreds of enthusiastic users of Gulf marine lubricants, start now to get the many benefits they offer—call in a Gulf Lubrication Service Engineer and ask him to recommend the proper types and grades to fit your particular requirements.

The helpful counsel of a Gulf Service Engineer—and the Gulf line of more than 400 quality lubricants—are available to you in every commercial port from Maine to New Mexico. Write, wire, or phone your nearest Gulf office today.



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GULF BUILDING, PITTSBURGH 30, PA.



"Half-brother" to a famous CLEAVER

Yes, sir, Briddell's splitter is a worthy relative to our maybe better-known cleaver.

Same high-carbon steel, same perfect tempering, same keen edge and gleaming polish—and the same fine balance that makes a Briddell tool feel good in a man's hand.

Fact is, whether it's hand tools for meat men, fishermen, general hardware customers or whomever—Briddell never forgets they're mostly for folks who'll be using them to make a living. Makes us more careful, somehow.

Flag awarded January 4, 1944



Star awarded June 24, 1944

WARTIME MAKERS OF ROCKET PROJECTILES

KEEP ON BUYING WAR BONDS

CHAS. D. BRIDDELL, INC.



Crisfield, Maryland • Craftsmen in Metal since 1895

The Sounding-Lead

(Continued from page 11)

and prepared feeds for animals and fowls. Includes dried, preserved, dehydrated, frozen, canned, and other special-processed foods. (8) Construction—Including marine construction.

The draft exemption for captains and engineers of fishing vessels over 10 gross tons remains unaffected. Most key men in the fisheries are working in "technical" occupations which should automatically include them in the list of critical activities.

Fluke Fillets Priced, Whiting Raised

FRESH fluke fillets were placed under price control on January 27. Fresh round fluke remains uncontrolled. The action was necessary because of the evasive practice of selling other species of flounder fillets (yellowtails and blackback), which have a similar appearance in skinless form at uncontrolled fluke fillet prices.

The prices established for fluke fillets are similar to those already fixed for yellowtail and blackback fillets.

An adjustment has been made in the winter ceiling price producers receive for round whiting which increases it from 2½ cents to 3½ cents per pound. The winter ceiling on dressed whiting at the producer level was increased from 5¼ to 6¼ cents.

Producers' summer ceiling prices on whiting are being re-examined for possible upward adjustment to meet the 1942 average.

National Fisheries Institute Set Up

ON February 1, 1945 the incorporators of the National Fisheries Institute, Inc., held an organization meeting in Washington, D. C. The incorporators were R. M. Meehan of Washington, Elliott Hudgins of Gloucester, Mass., and Irving G. McCann of Washington.

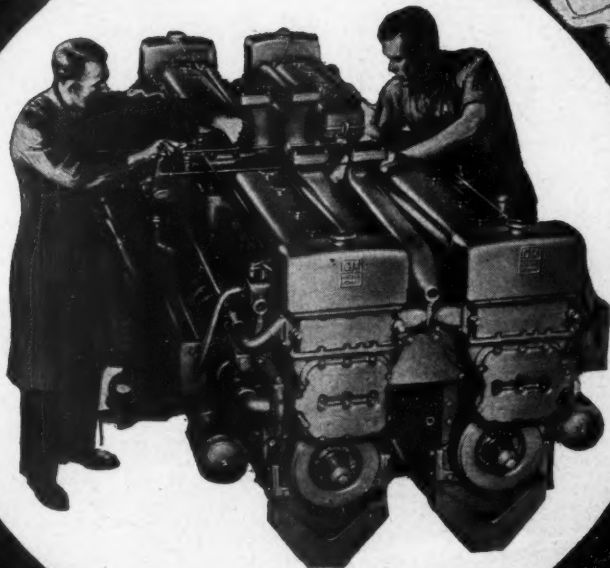
This meeting was solely for the purpose of initiating the National Fisheries Institute, and Messrs. Meehan, Hudgins and McCann were appointed directors and officers to serve the Institute until the first annual meeting of the Association which is set for April 10, 1945 at the Washington Hotel, Washington, D. C. At that time all contributors will meet to elect a permanent Board of Directors and officers and to determine who will be eligible to membership and upon what terms. At that time they will also adopt permanent by-laws for the government of the National Fisheries Institute.

For three months the incorporators have been working with leaders of the industry to form a National organization which would be of service to producers, processors, canners and wholesale fish dealers of the United States.



"I bet Waldo an apple pie that he couldn't come through that escape hatch."

FOUR OF A KIND



Here is a power unit made up of four General Motors Series 71 6-cylinder Diesel engines driving a single shaft. The unit may be operated on one or more of the engines, as required.

It's called the "Quad," and two of them power each of the famous LCI landing boats. Quads save space and weight so more troops, equipment and fuel can be carried.

Half a "Quad"—two 6-71 engines mounted side by side—is a "twin," and these power Army tanks and tank destroyers.

Here is economical power for many postwar uses—power at less than 15 pounds per horsepower—power for applications where space and weight are at a premium.



There's more space for cargo with GM Diesels. They're small and light for their horsepower. They deliver their push with the minimum of inexpensive, safer, easily stowed fuel. And you can count on them to keep unfaltering on their job.

**KEEP AMERICA STRONG
BUY MORE WAR BONDS**

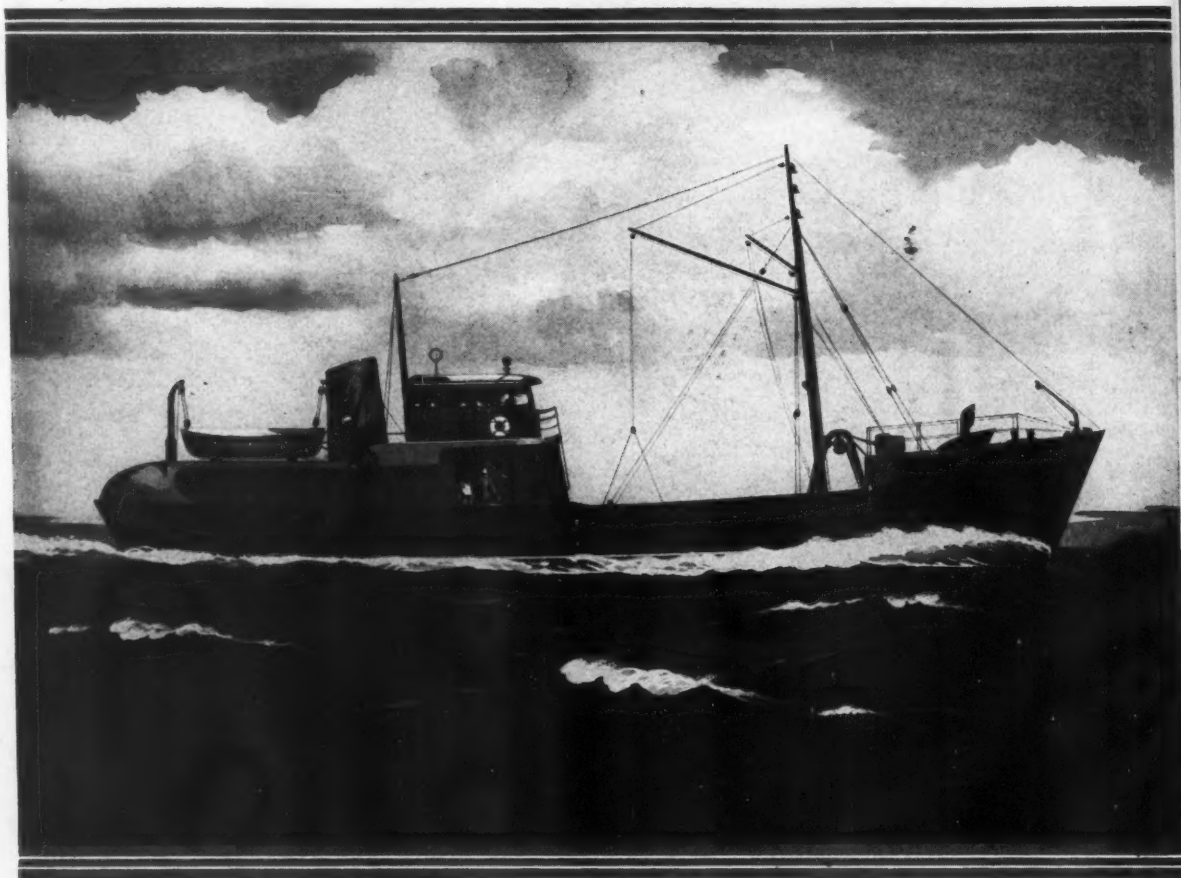


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Wheeler presents a new 111' Trawler



Order Now-Go Fishing Soon

To meet an urgent need for modern and efficient floating equipment in the fishing industry, Wheeler Shipbuilding Corporation offers the fishing industry this outstanding new all-welded steel offshore trawler. Engineered exclusively for Wheeler by Colley-Maier, Inc. This new 111' trawler incorporates many new important features, and deserves the fullest investigation by operators now in need of new vessels for their fishing fleets • We would appreciate an opportunity to present the many notable features of this sturdy new vessel to you. Ask about Wheeler's convenient **"PAYS ITS WAY PLAN."** Phone FLushing 9-7000 or write

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• REPAIRS •

We can handle repairs on all types of steel and wooden vessels, tugs, trawlers, draggers, barges, scows, work boats and dredges, up to 250'. Complete engineering department handles engine repair, overhaul, installation. Let Wheeler figure on repairs you're planning now.



7 REASONS
*why every fisherman
 should have a...*



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FATHOMETER HELPS YOU LOCATE THE BEST GROUNDS FOR FISHING.



FATHOMETER HELPS YOU STAY AT THE RIGHT DEPTH — ON THE FISH.



FATHOMETER SAVES NETS — KEEPS YOU OFF ROCKS AND OBSTRUCTIONS.



FATHOMETER PROTECTS YOUR VALUABLE SHIP, FISH LOAD, AND CREW.



FATHOMETER GUIDES YOU INTO PORT DESPITE DARKNESS, RAIN OR FOG.



FATHOMETER PLUS CHARTS, ENABLES YOU TO CHECK YOUR POSITION.



FATHOMETER ASSURES QUICKER TRIPS, GREATER HAULS, MORE PROFIT.



SUBMARINE SIGNAL CO.

Established 1901

160 STATE ST.

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ORIGINATORS AND MANUFACTURERS OF THE FATHOMETER

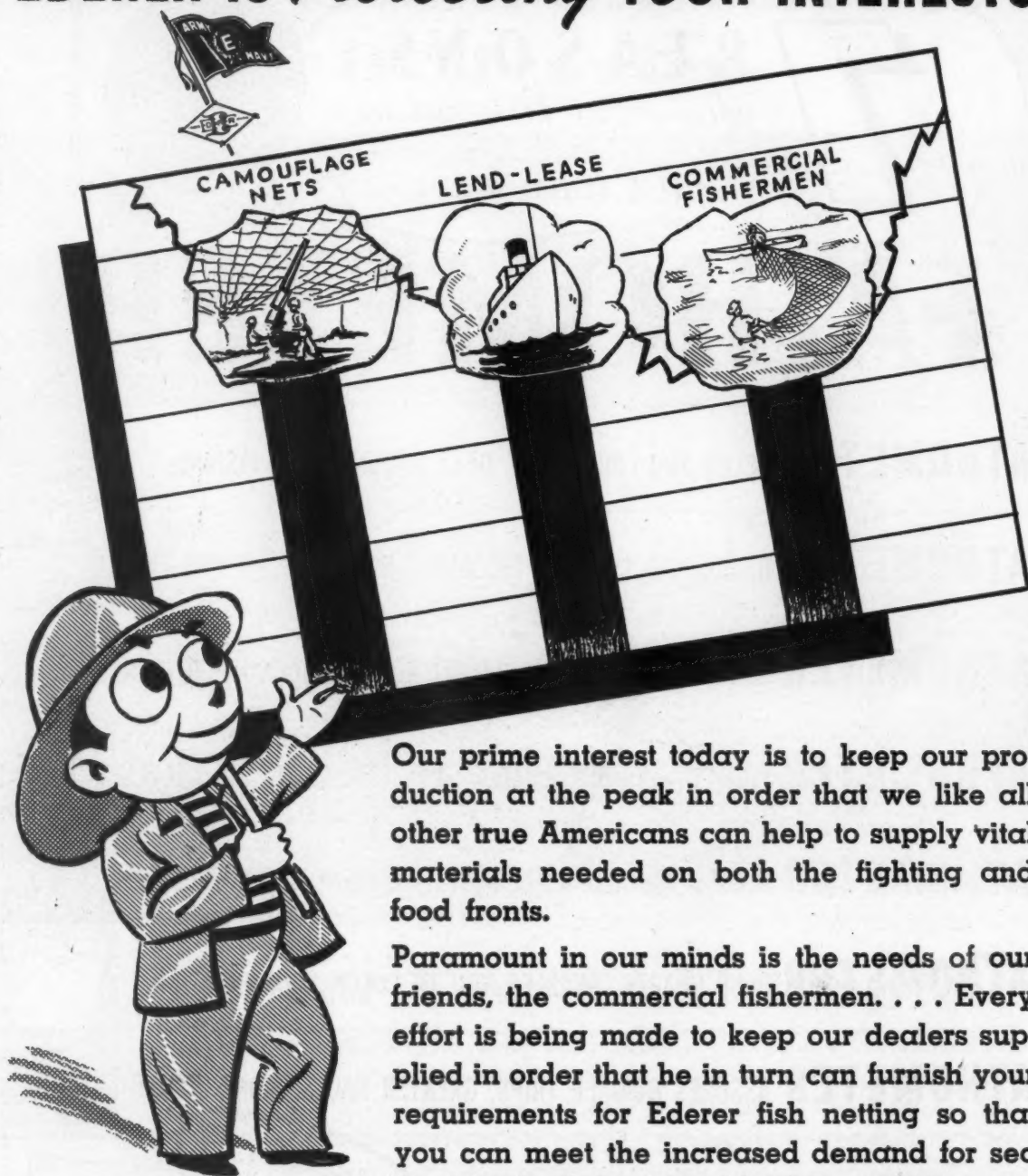
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 Hull construction of my boat is wood _____
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ONE day early this winter a very high tide was running off the Boston Harbor and waves were exceedingly high. Nevertheless, a convoy about 20 miles out had to be supplied with provisions, so the "Uno," a lighter, owned by the MacDonald Marine Service, Inc., Boston, and skippered by Joseph Howard, put out to sea to reach the vessels, carrying 40 tons of supplies. She made the trip through the ice and got back safely. Her Chrysler Royal Engine did not miss a single revolution.

This lighter, a 51-foot boat with a 15-foot beam, formerly had a big diesel engine in it. This was replaced with the Chrysler Royal about a year ago. The owner has nothing but praise for the new power plant, and with it skipper Howard can maneuver the cumbersome boat with all the ease of a trim cruiser. Winter

*Skipper of "Uno,"
Joseph Howard of
the MacDonald
Marine Service.*



and summer this lighter must make trips out to the convoys in all sorts of weather.

Robert H. Gardner, General Manager of MacDonald Marine Service, Inc. says, "Our business depends upon keeping the 'Uno' constantly running, winter and summer, and we are mighty glad we put the Chrysler Royal in it. This engine is giving us fine service and has not been out of commission a minute since it was installed. It is a great engine and is saving us a great deal of money and time. Now that we have this engine in our boat we don't know how we ever got along without it."

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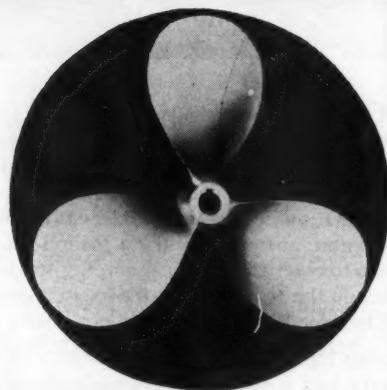
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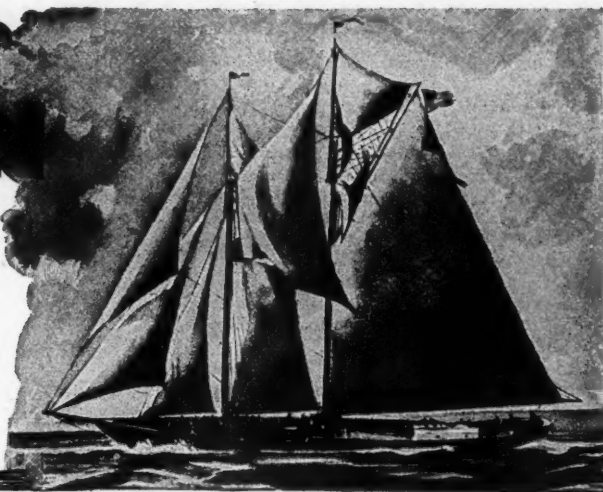
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NO. 1

Factors Determining the Boat Building Program

A GOOD percentage of recent boat building for the fishing industry has been for the purpose of replacing vessels acquisitioned for Government service. In the New England area the number of medium-size vessels, that is from 50 to 100 ft., now exceeds the number in the pre-war fleet. There is still, however, a pronounced deficiency of vessels between 100 and 150 ft. in length. But, because of the increase in medium-size vessels, the productive capacity of the North Atlantic industry has practically reached its normal point.

The War has brought about an increased demand for fishery products, both as a result of military needs and because of consumer requirements to offset the lack of rationed foods. Because of these conditions, many people for the first time, both in civilian and military life, have become acquainted with fish and shellfish, and as a result there undoubtedly will be a much greater demand in the post-war period. Coupled with the advancements in processing and packaging which will permit nation-wide distribution of quality products, the fishing industry can anticipate a considerably enlarged market for its products. This will require increased production facilities. Government officials foresee a 10% increase in the size of the postwar fleet.

Outside of the normal replacement needs of vessels in the 50 to 100 ft. class, the industry's need for fleet expansion lies in vessels over 100 ft. in length, and those under 50 ft. Up to this time, it has been difficult, if not impossible, to secure the necessary materials and equipment for building large vessels, which in part no doubt accounts for the extensive building in the medium-size class. At the present time there is a considerable amount of talk about building steel trawlers in the 105 ft. to 125 ft. range.

It is recognized by all factors concerned that the industry will need many new vessels which are sufficiently large and powerful to fish the distant banks, and that in the event of too great an expansion of the medium-size fleet there is a possibility that the nearer banks to which these vessels go, might eventually become overfished.

What constitutes the proper size trawler is open to question. Some believe that 110 ft. is the smallest practical limit, and there are vessels of this size which have proved successful. Then there is another school of thought which believes that a trawler should be between 150 and 160 ft. in order to provide sufficient space for large carrying capacity, and a sufficiently large power plant to provide a maximum amount of speed running to and from the banks. The middle of the road group believes a vessel in the vicinity of 130 ft. represents the proper size from an all-around viewpoint, including operating economy consistent with potential catching ability.

At various times there has been talk about factory ships, which would be 200 ft. or more in length. While such ships might prove practical, there are many in the industry who do not believe they will become an immediate reality. The princi-

pal drawback seems to be the huge investment necessary for the large amount of machinery required, as well as a large hull to install it in. Another problem is that of securing the necessary labor willing to spend extended periods at sea. From an operating standpoint, the question arises as to whether it would be profitable to fish with such a large vessel, on which the presence of handling and processing machinery requires greatly increased power to operate the vessel. At this point the thought of a mother ship comes to mind, whereby several smaller vessels would carry out the fishing operations and deliver their catch to a floating factory. This arrangement would seem to have one serious drawback, that of transferring the fish, which might be nearly impossible in rough weather.

The present contemplated activity in construction of small steel trawlers in the 105 to 110 ft. class probably represents an effort by builders to make use of the limited supplies of materials available. As soon as the materials become available in increased amounts and larger machinery can be procured, trawlers of larger size undoubtedly will be constructed.

The Office of Coordinator of Fisheries is continuing to approve legitimate applications for building. They are, however, screening out some of the applications for medium-size vessels where a sufficient number of a particular size seem to be in operation, particularly in view of the labor shortage which limits shore handling facilities. However, applications for needed replacements of obsolete or wrecked boats are being approved. The Coordinator's Office is interested in having the steel trawler fleet repleted and is making allotments of steel in the amount that a wooden structure of the same size would take, leaving it to the shipyard to secure the additional needed steel from surplus supplies. Furthermore, they are ready to try to secure special allocations of additional steel from the War Production Board for types of steel vessels for which a definite need can be justified.

Recently there has been greatly increased activity in small boat building, including lobster boats and other types of craft between 25 and 50 ft. A large number of applications for such boats are being approved, particularly when a minimum of controlled materials are necessary. In general, these small boats do not require any great amount of critical materials, and much of needed materials are being located by the owners and builders from surplus stocks. One reason for the increased activity in small boat building is the fact that many former fishermen, who took war jobs in shipyards, have been laid off and are returning to their former occupations. As a result of their war work they have been able to accumulate sufficient capital with which to buy a suitable boat with up-to-date equipment. In addition, the regular fishermen have enjoyed prosperous business and are likewise in a position to improve or replace their boats.

Selecting Suitable Finishes for Boat Painting

By Capt. Elwell B. Thomas

IN this article I am going to talk about colors, about when and when not to use gloss paint, when and when not to use varnish, and other pertinent information. Let us start at the mastheads. For these I think that white is the most satisfactory for it shows up well, and if dropped on deck when painting it generally drops on a darker color and can be covered easily if not wiped up in time. Now as to application of paint, I find two coats of flat paint and a finish coat of gloss to be about right, since the gloss will last a long time and will not come off on clothes when one is working aloft as in swordfishing. A final coat of flat is not satisfactory in any way on mastheads and boom ends.

For the mast proper, I like the time honored method of "slushing down" as being the best for preservation of the mast. It is best in appearance, easiest to apply, and cheapest to apply. Many firms put out a good mast grease, "mastine" as it is frequently called. As to the similar middle portion of booms and other spars I think the use of two coats of a moderate gloss paint is good, and that this can be of any fairly light color that can be easily seen on a dark night such as canary yellow, buff, olive drab, light gray, natural varnished, or light green.

Inner ends of spars, or lower ends of masts from gooseneck or boom jaw collar to deck may be treated the same as I have already recommended for mastheads and I would again stick to white as it shows up well on a dark night.

Blocks should be painted with a couple of fairly glossy coats of good light colored paint, either white or the same as the middle portions of the spars. It is particularly handy to be able to seek blocks aloft on a dark night, and they are easy to see if white.

For hand rails, inside of bulwarks, cap rails, cleats, most deck fittings and hatch coamings, a white paint which is of semi-gloss quality may be used. As to the metal fittings which are prone to rust, I have found some of the black bituminous types of paint to serve quite well.

I am careful to see that cap rails and certain other fittings are painted white because it is so important to be able to see them on dark and stormy nights.

Deck Surfaces

For deckhouse tops, especially those which are canvassed, I have found the light greens to be particularly satisfactory and am surprised that they are not used more. The reasons why these greens are so satisfactory are that they are particularly easy on the eyes, they wear well, and when manufactured by marine paint firms they do not seem to crack up as much as do other paints on canvas decks. I have known the application of light green paint over badly cracking buff deck paint to stop much of the cracking, an important feature.

It seems to me as if the old yarn about flat paints not cracking as much as do gloss paints, is just pure hooey. Possibly this is because of improvements in the gloss paints and semi-gloss paints but I have seen decks which are painted with flat paints to crack mighty badly. All in all, I have been pretty much disillusioned by the results of using flat paint on decks with the expectation that they would not crack. Rather, I think that the answer is to buy the best deck paint you can get, preferably light green, choosing non-skid deck paint if you are afraid of slipping.

As to working decks, as we shall call them, I think that as these are apt to be of wood, it is best to treat them with a half and half mixture of pine tar and linseed oil with a little drier thrown in. The color looks well, and the wood is better preserved. The treatment should be given every two to six months depending on the amount of wear the deck receives. If a dark color is desired for such places as a cockpit, a dark green or black is very satisfactory, but be sure to use enough white to keep from tripping over hatches, etc.

Making Deckhouses Attractive

If deckhouses are a bit too high it is well to paint them part way up with a darker color, while the approximate upper half should be white or whatever the chosen color is. It is well to

realize that in this attempt to lower the apparent height of the deckhouse, one loses the effect by using two colors if the colors are continued up or down on each other as for instance, painting the door light for its full length instead of painting only the lower half dark. Likewise, it does not improve the appearance of the average deckhouse to paint the window frames a different color than the surrounding woodwork. Varnish the frames if a different color is desired, but try no other combination. This goes for ports as well. I know of nothing worse than the frames of portlights to be painted a different color than the surrounding woodwork, as it always spoils the appearance of the entire vessel. Also it looks like the devil for some artistic bird to paint up small deck fittings, pipes, etc. in some bright color so that they show up like a sore thumb.

Topsides and Lettering

Topsides may be much better when painted in dark color, if fairly flat colors are used to prevent excessive blistering. Whenever they can be obtained, a paint manufactured expressly for decks should be used on decks, while one manufactured for topsides should be used on topsides. If a real good job is desired on topsides, I recommend a first coat of flat and a second coat of semi-gloss, with a liberal sanding before applying the new coats. As a rule, too little thought is given to topsides of fishing vessels, with the result that they are usually a mess of blisters.

I do not see why most fishermen think that they have to paint their vessels so nearly alike. Just because one man paints his topsides dark green, bulwarks black, and stern black is no reason why two or three dozen other fishermen have to ape him. True, it may be a good color combination, but why not show a little originality. Incidentally, if a stern is excessively large or ugly, it should be painted the same color as the sides, whereas if the stern is shapely, it is all right to paint it another color.

Lettering should be neat, shapely, and of a good contrasting color. A fairly deep buff serves well for lettering against almost any background which is commonly used. If the background is light, a deeper buff should be used; if it is dark, a lighter buff should be used, with a canary yellow being best against a black background. White may be used but I think the buffs and yellows have a somewhat finer appearance, and at a distance some buffs may almost look like gold leaf. I think the letters, if cut in or of metal fastened type, should be painted right over first and then painted with the desired color.

I do not think a boottop is desirable in any commercial vessel of less size than an ocean steamer where the time honored black topsides with red bottom and white boottop together with white houses and buff decks always looks just right.

It is hard to advise about bottom paint but I think that in the common copper paints, the brown or red should be much preferred to green because of better anti-fouling qualities. This is so only of copper paints and is not so of the other paints of anti-fouling nature where many of the greens are highly anti-fouling and satisfactory. It may be eventually proven that the use of a more expensive paint than copper paint will prove cheaper to fishermen than the common method of using copper paint and frequently hauling for scrubbing or painting.

If the vessel carries small boats, I am inclined to believe that the interior of the boat should be painted light green or some color which is easy on the eyes. However, some contrasting color should be used to some extent in order that the boat, if adrift, could be more easily spotted by plane. The topsides and bottom of the small boat may well be painted white, or, for even better spotting by surface vessels, it may be painted canary yellow although it will probably look like the devil.

Interior Decoration

Interior painting should receive more attention than it usually gets. I think a varnished interior is highly attractive and am of the school of thought that it is easier to keep up than a painted interior. However, more thought could be given to the use of stains to make a more attractive interior. There is

(Continued on page 42)

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How To Make and Mend Fish Nets

THE needle should be filled until the twine is approximately $\frac{1}{4}$ " from the end of the spine, leaving a 2" free end of twine. Make a bowline in the free end, having the length of the loop when stretched so that the sides come together the same as the distance desired between diagonally opposite knots of a stretched mesh.

The next step is to weave a "chain" of even meshes. The body of the net is then made by weaving onto the side of the chain. To make the chain, hook the loop just formed over a cup hook or tie it up with a loop of twine. Turn the loop so that the knot is in the middle of the left-hand side. Pass the filled needle up through the loop with the right hand and pull it down towards the right hip. Hook the left little finger in the new loop from behind. See figure 2. Adjust the new loop

ing back and forth across the net. The opposite row of meshes form the edge of the net. These edge meshes may be strung on a rod or rope or, if the net is small, gathered together on a nail. If the net is hung so that the loops are free to slide together when one pulls at right angles to the bar it is much easier to judge the correct size of loop. The meshes will begin to close up anyway after five or six rows have been woven. The hanging bar should be thrust through as shown in figure 7, so that all twine crosses the front of the bar in the same direction.

With the chain hung up as described in figure 7, the twine should lead off from the lower left hand knot. Pass the needle up through the mesh to the right of the knot. Hook the left little finger in the loop as shown in figure 7. Adjust the length

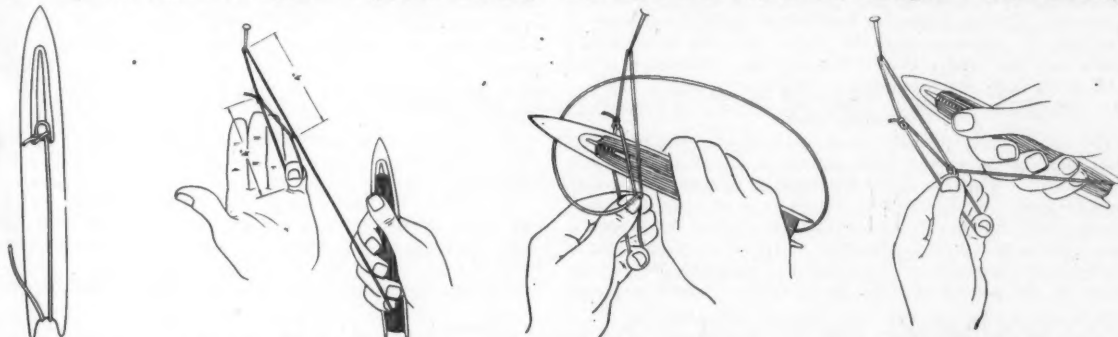


Figure 1—Threading. (2) Adjusting size of loop.

(3) Making the knot.

(4) The completed knot.

to the same size as the first one by pulling with the needle or with the finger, and stretching the loops and twine firmly.

Next grasp the twine where it passes through the first loop with the left thumb and forefinger as shown in figure 3. The thumb is *behind* the twine leading to the needle and the thumb-nail grips the bottom of the old loop. Now throw a loop of twine up to the left front as shown in figure 3, with the running end leading from the top of the loop. Pass the point of the needle *behind* the two sides of the first loop, *in front* of the twine leading down from the original bowline to the left little finger, and *through* the loop just thrown up to the left front. (See fig. 3)

To complete the mesh, shown in fig. 4, regrasp the point end of the needle with the right hand and pull the knot tight by pulling the needle smartly down towards the right hip, holding work taut with left hand.

Remove the first loop from the nail, turn it over and replace it so that the twine again leads from the middle of the left-hand side of the loop as shown in figure 5.

After the first few meshes have been woven the chain can be twisted until the twine leads off from the left side, a mesh woven, and a chain twisted back to weave the next mesh, without removing work from hook.

At least 17-17 $\frac{1}{2}$ " of chain per foot of length side should be allowed. The chain should always end with an even number of meshes.

When the chain is finished it is spread out, as in figure 6. The needle indicates the first mesh that will be used in weav-

ing the body of the net. The distance from the knot directly above the little finger to the bottom of the loop equals the total length of the mesh. Complete the tie just as was done in making the chain.

Pick up the next loop to the right, tie into it and proceed across to the right hand edge of the net. If the chain contained an odd total number of meshes the last mesh on the right will be strung on the rod (see dotted lines in figure 6) and must be skipped in weaving the body of the net.

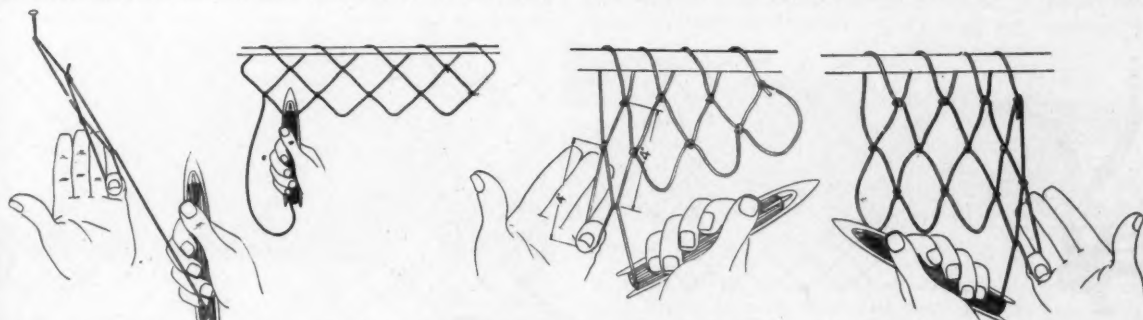
Now change the needle to the *left* hand, pass the point up and to the front through the last mesh woven, hook the little finger of the right hand in the loop and adjust to length as shown in figure 8.

Throw a loop of twine up to the *right* front, pass the needle from *left* to *right* behind the mesh being tied into, in front of the loop hooked on the finger, and through the loop thrown up to the right as shown in figure 9.

Pull the knot tight as shown in figure 10 and continue weaving from right to left in the same manner until the left hand edge of the net is reached.

Change the needle back to the right hand and work back from left to right as in the first row of the body. Continue weaving back and forth until the desired length is reached. This length is determined in exactly the same manner as the length of the chain, by counting mesh if for a patch, or by measurement if for a complete new set.

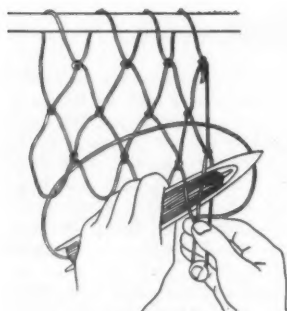
Note that the ties must be made as described so that the twine will lead directly from one knot to the next without



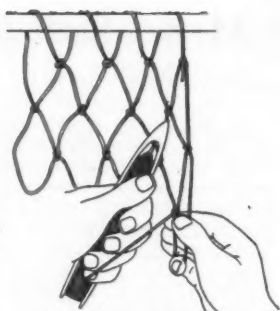
(5) Continuing the chain. (6) The completed chain.

(7) Starting body of net.

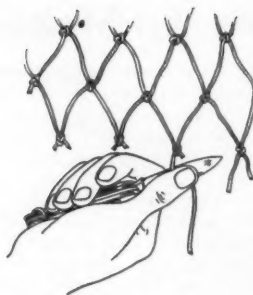
(8) Starting second row.



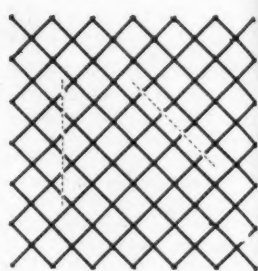
(9) Right to left tie.



(10) Completed tie.



(11) Cutting twine.



(12) Tear before trimming.

crossing the twine coming into the knot. If trouble is experienced with the twine crossing itself when the ties are made as described, it indicates that the knots are not being pulled tightly into the proper shape. Probably the little finger is not holding the loop tightly enough as the knot is pulled tight.

Mending Nets

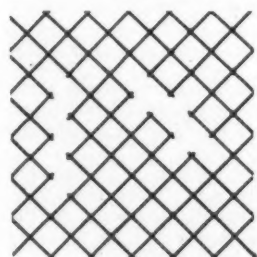
The first step in mending a tear is to cut off unnecessary tag ends, then cut out enough more strands to satisfy the following requirements. (Fig. 11 shows the most convenient method of cutting twine.) 1. The end of the twine must start at a knot joining three strands or from a tag end leading from such a knot. The weaving must also end at a similar point. This is necessary because only one end of the mending twine is attached at the knots and there must be three unbroken strands

method for finding the proper sequence and weaving the tear is to spread the net out flat so that the meshes are square and thread the twine through the meshes (without tying it at the knots) until the proper sequence is found by trial. The twine may then be cut and left in the net to guide the weaving. The guiding twine is removed after the repair is finished.

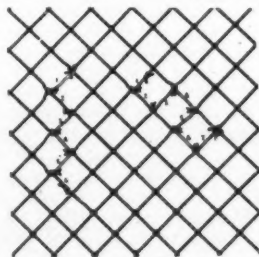
In adjusting a loop, care must be taken to note whether the loop forms one or two sides of a mesh and to adjust the size accordingly.

Use either the right-hand or the left-hand method of tying the knots, depending upon whether the twine goes from left to right or right to left when the repair meshes are nearest the weaver.

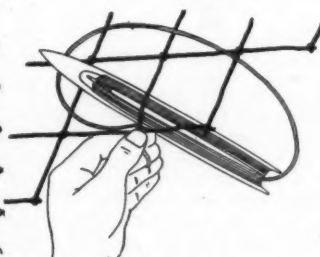
On some complicated tears it is impossible to trim the tear so



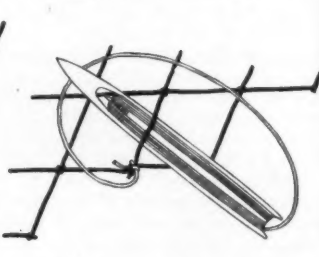
(13) Tear after trimming.



(14) Sequence of mending.



(15) First hitch in repair.



(16) Second hitch.

of the original net to give the required four strands radiating from each knot. 2. The knots around the edges of the tear must have two unbroken strands of the original net. Figures 12, 13 and 14 show different typical tears before and after trimming, and the sequence in which the tears are woven.

If the mending starts at a knot where three strands join, the end of the twine should be tied on as shown in figures 15, 16 and 17.

The end of the twine is placed between two of the strands, and the first hitch is made around these two strands. The second hitch is made around the middle strand only, in order to bind the end of the twine more securely without excessively distorting the shape of the mesh. If the mending starts at a tag end, the end of the twine is tied to the tag end with a square knot.

Similar ties are used in finishing the repair. The sequence of weaving depends upon the shape and position of the tear with respect to the weave of the net and must be determined for each job. See figure 14. For beginners the most convenient

that it may be woven in a continuous sequence, without cutting out an excessive amount of net. In such cases, it is better to trim less extensively and weave several sequences.

Patching

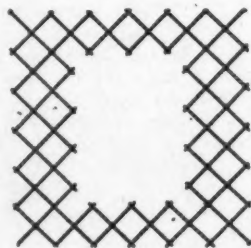
When a net contains a large hole it is best to insert a patch cut from a scrap net or to weave a patch separately and then insert it in the hole.

First, lay the net out and pull the meshes square. Then cut the hole out to a roughly rectangular shape surrounded by knots joining two strands. See figure 18. Notice that a "three-strand knot" is not used for starting or finishing the insertion of the patch. This is because the weaving starts and finishes at the same knot when inserting a patch rather than at different knots as in mending a tear.

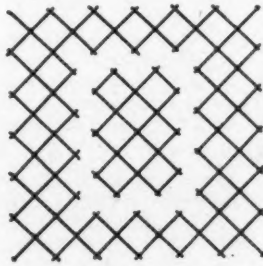
A rectangular patch is now cut or woven with one less "two-strand knot" on each side than on the corresponding side of the hole. See figure 19. The patch is inserted in the net by weaving continuously around as shown in figure 20.



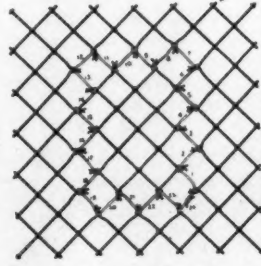
(17) Completed hitch.



(18) Hole trimmed for patch.



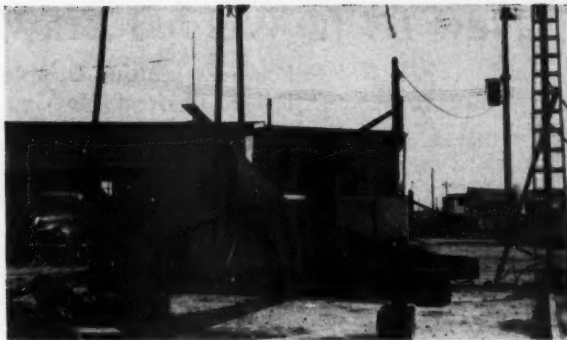
(19) Placing patch.



(20) Completed repair.



The welded steel fishing vessel "Wm. J. Martin", of Freeport, L. I., built by Louis Lavoy, Inc., Brooklyn.



Box girder type keel, with 4" pipe shaft log, is baffled for cooling the engine fresh water system.

Novel Methods Used in Building 50' Steel Fish Boat

TESTS in the severe January weather on the open sea during the first month's operation of the new 50' x 16' x 5'6" welded fishing vessel *Wm. J. Martin* have demonstrated the practicability of a small steel vessel.

Owned by her skipper, Capt. Wm. J. Martin and Edward Ryan of Freeport, Long Island, the vessel was built by Louis Lavoy Incorporated, of Brooklyn, N. Y., from designs of J. Murray Watts, Philadelphia naval architect. The co-operation extended by Wm. C. Neville, regional Co-ordinator of Fisheries, was of great value in making the construction possible.

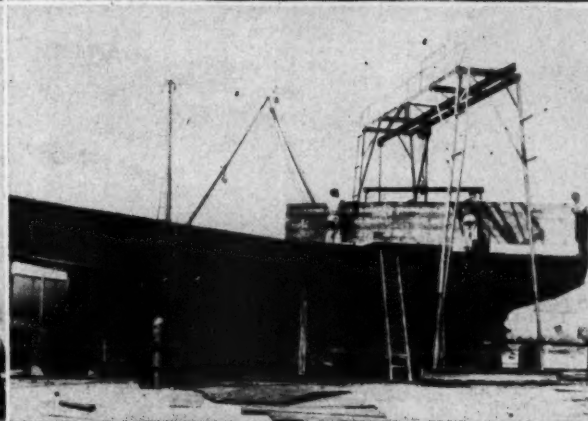
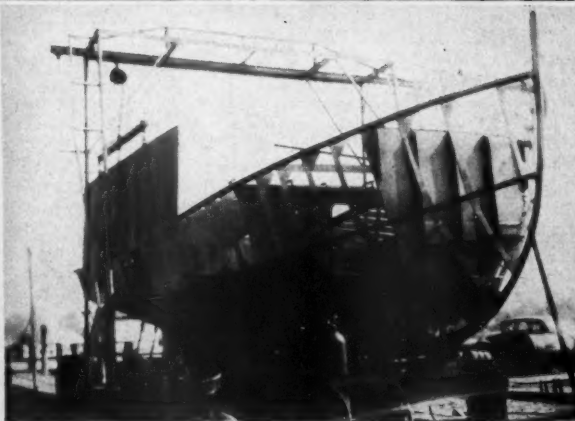
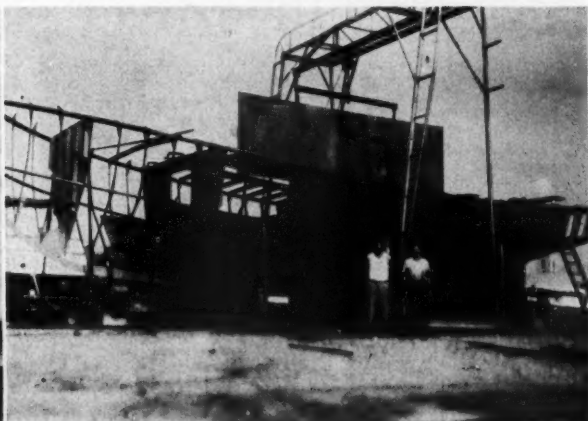
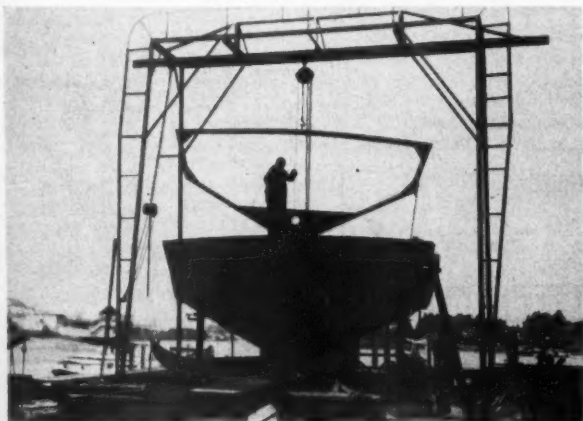
Despite the fact the commercial boat industry in general has

not believed that such a vessel was feasible to build, the Lavoy Company found that with good workmen, there is no obstacle that cannot be overcome by the average shipyard.

To prove that the completed vessel is extremely strong, one 30 ton hydraulic jack was placed under the keel of the completed hull in the center of weight, with which the entire vessel was raised off the blocks. Not a crack or sound was produced and the sag in the entire hull length was only 3/16".

The vessel was very simple to build as attested by the fact that only 2 men were employed for 4 months and 3 men for 3 months

(Continued on page 40)



Upper left, double bulkhead which forms fuel tank on the "Wm. J. Martin". Upper right, plates fitted between sheer and chine pipes to form guard rails. Lower left, start of plat-

ing which was put on in 6'x8' sheets with vertical seams. Lower right, start of bulwark. Bow plates were left open until welding was completed on rest of ship, to prevent bow distortion.

New 111 ft. Welded Trawler Announced by Wheeler

Features Include Double Bottom Tank, New Winch Drive, Central Heating and Safety Improvements

WHEELER Shipbuilding Corp., located on the East River at Whitestone, New York, has announced a new 111 ft. standard trawler which the yard plans to build for delivery as a completely equipped welded steel vessel. Designed by Colley-Maier, Inc., the trawler utilizes the fuel saving Maierform hull and incorporates several innovations in construction, arrangement and machinery.

The thought behind the design of this modern type 111' trawler was to produce the smallest practical deep-sea trawler which would be capable of competing on as close terms as possible with the larger vessels out of Boston Fish Pier. Some of the features are the vessel's ability to make good time when steaming to and from the Banks under all weather conditions, her ability to fish as long as possible under the most adverse conditions, with a dry enough deck to avoid loss of fish in heavy seas and to make a safe, livable home for her crew under North Atlantic Winter conditions.

This trawler will carry a full ship crew of twelve men forward, if necessary, with the usual complement of officers, i.e., Captain, Mate, two Engineers, and Cook, and two spare berths in the after quarters.

Indented Bulwarks

Propeller revolutions have been kept down to a conservative speed in order to use a larger wheel which will make her a better

towing vessel when working and a better ship when steaming in heavy weather. The design embodies treatment of the side of the ship to give the crew better freedom of movement in securing the straps and handling the nets when hauling back. This shows an indentation of the bulwarks which will save considerable dock damage and, at the same time, presents a safety feature for the crew, both in setting and taking in the nets.

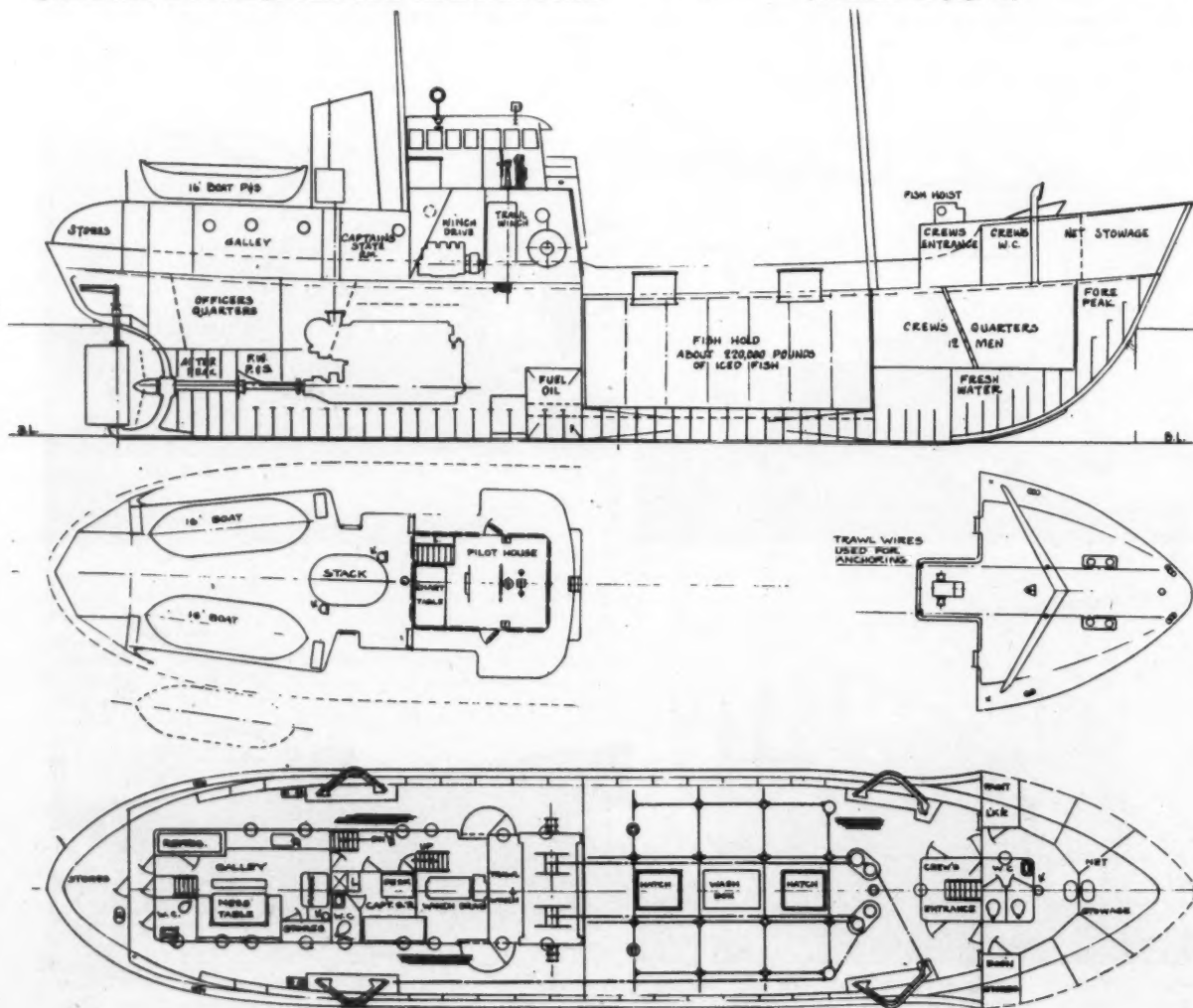
The foremast and rigging has been made as simple as possible. Only four shrouds will be used, two forward to the aftermost port and starboard corners of the raised forecastle, and two after shrouds located to clear the forward galleys and bollard gear. These will be suitably insulated to insure proper operation of the radio telephone.

The pilot house has been designed to give the best possible visibility, and the Captain's stateroom is located directly below the Chart Room, being easily accessible from either above or below.

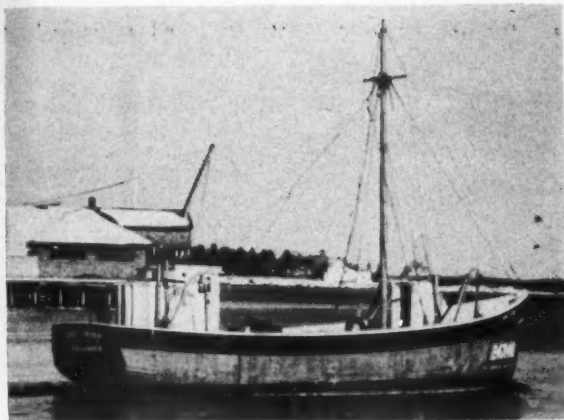
Double Bottom Tank

This trawler will be fitted with double bottom and deep oil tank between the Engine Room and the fish hold. The advantage of the double bottom will be immediately recognized so far as maintenance is concerned, as compared with the usual practice of filling this space with concrete, which makes any repair work in

(Continued on page 36)



Inboard profile and above deck arrangement plans of 111' Wheeler trawler designed by Colley-Maier, Inc.



The new 57' "Dora-Peter", owned by Capt. Ira Tupper of Vinalhaven, Me.

New Dragger "Dora-Peter" Joins Vinalhaven Fleet

THE new dragger, *Dora-Peter*, which was launched the middle of January by Newbert and Wallace, Thomaston, Me., sailed for her home port of Vinalhaven on February 2, under command of her owner, Capt. Ira Tupper.

The boat was built from a new model designed by Roy Wallace of the boatyard, and has a length of 57', beam of 16', and depth of 8'. Her hull has a good sheer, very little flare and a small transom stern. Frames are $2\frac{3}{8}$ x $3\frac{1}{2}$ steam bent native oak; planking is 2" cedar, sheathed with oak in the way of the fishing gear; and decking is 2" white pine.

The vessel has a fish hold capacity of 45,000 lbs., and sleeps 4 in the fore's'le, which is fitted with a dog house. The engine room is entered through a companionway aft of the pilot house.

Power is furnished by a Type D-80, 80 hp. Lathrop Diesel with 2:1 Joes reduction gear, driving a 42 x 30 Columbian propeller on a $2\frac{1}{2}$ " Monel metal shaft. The boat has a speed of 9 knots at 950 rpm.

A Hathaway winch, winding 300 fathoms of $\frac{1}{2}$ " Roebling wire, operates through a Twin Disc power take-off. There is a $1\frac{1}{2}$ kw. Fairbanks-Morse generator for the lighting system, while batteries are 32-volt Willard. The boat is finished with Pettit paint, and is equipped with Submarine Signal Co. Fathometer, Columbian rope, and Shipmate No. 116 galley range.

"Solveig J." Starts Dragging Out of New Bedford

THE new 79' dragger, *Solveig J.*, started fishing out of New Bedford early this month. She is owned by Capt. Rasmus Jacobsen and skippered by his son, Lee Jacobsen. The vessel was built from plans of Albert E. Condon by Bristol Yacht Building Co., South Bristol, Me., who launched her with gear aboard on January 9. She was christened by Miss Solveig Jacobsen, daughter of the owner.

The new dragger is similar to the *Pelican*, recently built by the yard. She is of 89 gross tons, 60 net tons, and has a capacity for 120,000 lbs. of iced fish. The vessel is powered with a Superior Diesel, sold by Walter H. Moreton Corp., and rated 200 hp. at 450 rpm. The engine is fitted with a Maxim silencer and swings a 48 x 34 Columbian propeller.

Hathaway Machinery Co. furnished the propeller shaft, stern bearing, stuffing box, and galleys frames, as well as their Model 639-40 winch operated through a Hathaway semi-flexible power take-off. The vessel is equipped with Dagle & MacMillan trawl doors and 32-volt Surrrette batteries.

Stonington Boat Sinks off Block Island

The 45' *Alice and Jenny* of Stonington, Conn., pounded to pieces on rocks off Block Island during a snowstorm on Feb. 5.

Capt. Manuel Roderick and his crew of three swam and waded to shore. The bow sank, but the stern remained high and dry, and the boat's new engine was salvaged.

Fishermen Ask Increased Ration Allotment

A REQUEST for meat ration points sufficient for four full meals and four lesser meals per man each day while on duty, nearly three times the points now provided, was contained in a petition filed with OPA in New York on Feb. 7. The demand was made in the interests of 300 New York fishermen who threatened to tie up unless relief was secured.

A week previous, the Boston regional OPA office took under advisement a request from 50 New Bedford, Boston and Gloucester boat owners and suppliers that ration points be increased from 5.7 points per man per day to 15 points.

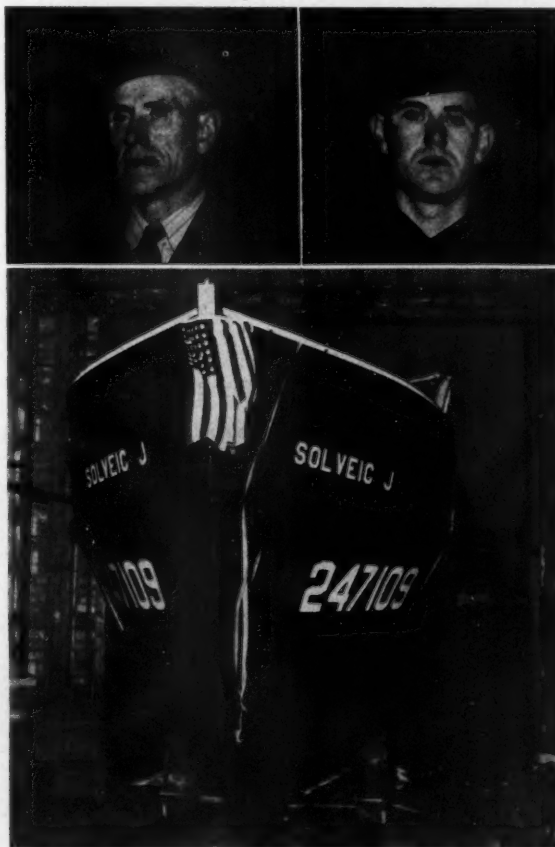
Last July OPA cut the fishermen's red point allowance from 6500 to 2400 for a two-month period, and since that time crews have been buying food "on the cuff" from suppliers who have hoped point allowances would go up in time for back debits to be paid.

When the suppliers refused to extend further ration point credit two-thirds of the New Bedford fleet tied up last month. Following a conference the fishermen returned to work, pending final outcome of their petition.

New Bedford suppliers prepared a chart of food requirements, showing that a 10-man dragger crew should have 1505 red points for an average trip, while OPA now allows but 442. It was pointed out that fishing involved more laborious work than any other essential industrial work, and that the recent restoration of many items to the rationed list has made the point deficiency extremely critical.

"Malvina B." Catches Lobsters

The dragger *Malvina B.* came into New Bedford January 23 with a trip from the New York area which contained 500 lbs. of lobsters along with 24,000 fluke and hake, the first dragger lobster catch brought into port in over 6 months.



Upper left, Capt. Rasmus Jacobsen, owner; and right, Capt. Lee Jacobsen, skipper of the New Bedford dragger "Solveig J.", shown sliding down the ways of Bristol Yacht Building Co.



The 46' x 14' x 4' "Betty B.", owned by R. K. Barter of Stonington, Me. She is powered with a 6-121 Gray engine, and is skippered by Capt. Joseph Dapley.

Maine Proposes Construction Of State Fish Pier

A CONSTITUTIONAL amendment authorizing a \$10,500,000 bond issue for building a modern pier system, including a fish pier and two commercial piers at Portland, was proposed on February 1 in legislation filed by Senator Arthur G. Spear, of Portland.

The proposed State fish pier would be located westerly of Long Wharf, in the area now occupied by Union, Widgery and Central Wharves. It would be 600 feet long and 260 feet wide, with facilities for tying up a considerable fleet of fishing vessels. On its deck there would be buildings for fish processing and packing for shipment, and for servicing fishing vessels. A fish-freezing, ice and cold storage plant would be located at the inboard end.

Many coastal fishermen and dealers have expressed the belief that a State fish pier would answer many of the distribution problems which will face the fishing industry after the war. The fishermen voiced the opinion that the Maine industry has been handicapped in the past by not having a central distributing point where a large volume of fish products could be handled with the subsequent reduction of operating cost to meet competition of the bigger markets in Boston and New York.

As well as handling a large volume of fish the pier could provide modern facilities where fish could be frozen rapidly and efficiently to meet the present day demands for shipping and marketing.

OPA Refuses Shrimp Price Increase

No special consideration can be given the Maine shrimp industry in setting ceiling prices for the pack, Rep. Margaret Chase Smith said after she had taken up with OPA officials the statement by Commissioner Arthur R. Greenleaf that Maine shrimp packers cannot operate at a profit without special allowance.

According to OPA, diversion of scarce labor at higher than average industry rates to build up a new high cost segment of the industry cannot be considered justification for increasing established prices for the total industry pack of about a million cases a year.

Plan Sardine Grading Law

Following several conferences between Maine sardine packers and representatives of the Maine and United States inspection services, a bill has been drawn up which provides for the grading of Maine sardines and includes some additional requirements tending to improved quality.

The measure will define standard, extra standard and fancy grades, and will prevent any attempt to classify standard goods as fancy in order to realize higher ceiling prices for the higher grade.

The measure deals with minimum count of fish, quantity of oil, and method of handling, requiring that where fewer than 8 fish are used in the can, the fish shall be cut, and in other than standard grades that the tails shall be removed.

"Althea J." Changes Hands

The 42' dragger *Althea J.*, owned by Capt. Donald Joyce of Rockport, Me., has been sold through the Knox Marine Ex-



Capt. John Leveille's 46' gill netter "No-More", Gloucester, which is powered with a 100 hp. Model 605W Mack Mariner Diesel with 3:1 reduction gear.

change, Inc., of Camden, to George F. Fairbanks of Norwich, Conn., who will operate her out of Stonington, Conn.

Lubec Gets First Herring

Establishing a record for early receipt of sardine herring at Lubec, the Peacock Canning Company took its first fish on January 30, with 18 hogsheds coming in.

As soon as the supply of fish warrants, the Company's Union factory will open. Both plants have been equipped with new rapid-fire sealing machines, which will reduce the amount of labor needed and seal the cans three or four times faster than by the old method.

Dragger Building for Rockland

Capt. Lew Wallace, and Robert Anderson and Norman Stimson, crew members of the *Iva M.* of Rockland, are having a 65' dragger built by Southwest Boat Corporation, Southwest Harbor, Me., which will be powered with a 170 hp. Buda Diesel.

Vessels Get Auxiliary Sets

The 82' draggers, *Notre Dame*, *Fordham*, *Jeanne D'Arc*, and *Villanova*, owned by F. J. O'Hara & Sons, Portland, are being equipped with "Deseco" Lister Diesel auxiliary units sold by Diesel Engine Sales & Engineering Corp., Boston. Similar equipment is also being installed in the *Richard J. Nunan*, owned by Lawrence Scolia.

Boston Crew Asks Tie-Up Pay

THE refusal of her crew to sail unless paid for time lost during a minor repair, tied up the Usen trawler *Newton* early this month. She came in January 21 from a broken trip caused by a damaged rudder and was ready to sail Feb. 1. The Union contract provides for a per diem allowance for days out on trips with breakdowns. On this basis the owner offered \$25 but the crew demanded \$100 to compensate for both the lost trip and the tie-up period.

Standard Fish Orders Steel Trawler

Standard Fish Co., of Atlantic Avenue, Boston, owned by C. Louis Isenberg, has placed an order for a 107 ft. welded steel trawler, to be built by John H. Mathis Co. shipyard, Camden, New Jersey. Designed by John G. Alden, the vessel will have a capacity of 260,000 pounds, and will be named *Esther M.*

"Tide", "Ocean", "Gale" To Resume Fishing

General Seafoods Corporation's trawlers, *Tide*, *Ocean*, and *Gale*, which were recently returned by the Government, are being readied for fishing. The *Tide* was expected to be completed the middle of this month, and will be skippered by Capt. Ivar Carlson; the *Ocean*, to be skippered by Capt. Patrick Collins, will be ready March 1st; and the *Gale* is scheduled to sail the middle of March with Capt. Martin Pedersen.

Numerous alterations have been made on the vessels including the installation of new masts and fish holds, and rebuilding of the fo'c'sle and the turtleback stowage facilities. The trawlers have been equipped with new Sperry electric steering systems, 110-volt Willard batteries and RCA Model 8707X radio direction finders and 75 wt., Model ET8012-D RCA radio telephones.

Gloucester Shows Need for Expansion of Fish Pier

THE State legislative committee on harbors and public lands held a hearing Feb. 1 on a bill which provides for the construction of an additional story at the State-owned Gloucester Fish Pier and additions to the storage and freezing rooms and ice-making facilities located at the pier, at a cost of \$250,000. Mayor Weston U. Friend, president of the Gloucester Community Pier Association, Inc., declared that freezing and storage capacity at the fish pier has been greatly overtaxed. He said that in summer months on many occasions the fish had to be dumped or taken to a dehydrating plant. The fish dumped constitute a total loss to the owners and crew for that trip, and the dehydrating plants pay only a fraction of the value of the fish.

Directly because of insufficient freezer facilities in Gloucester in 1944 the armed forces lost 5,350,000 pounds of processed food and 3500 Gloucester fishermen and wharf workers lost some \$747,000 in shares and wages.

As originally designed, the pier had a capacity of 350,000 pounds of fish daily and storage for approximately 5,000,000 pounds of fish at any one given time. When the pier was finished in 1938 total receipts of fish landed at Gloucester were 60,700,000 pounds, while in 1944, 187,000,000 pounds, or an increase of 123,300,000 pounds were landed. In 1939, the first year of operation of the pier freezer, the amount of fish frozen was 6,492,000 pounds, while in 1944 the amount was approximately 27,000,000 pounds, or an increase of more than 20,000,000 pounds.

Drifts 20 Miles Without Crew, Safely

Three large fishing draggers without a man aboard drifted out to sea from Gloucester wharves in the February 9 blizzard, which caused their lines to part, resulting in a loss of \$110,000 to their owners.

The 82' *Old Glory*, owned by Independent Fish Co., sank in 40 ft. of water two miles from the wharf within 50 ft. of Eastern Point breakwater. The 71' *Nyoda*, owned by Capt. Frank Frontiero, went high and dry on the shore near the same breakwater. The 75 ft. dragger *Cigar Joe*, owned by Capt. Joe Frontiero, drifted from her mooring and made an amazing journey of 20 miles across Boston Bay without a man aboard. She was rescued, undamaged, by the Coast Guard off Scituate.

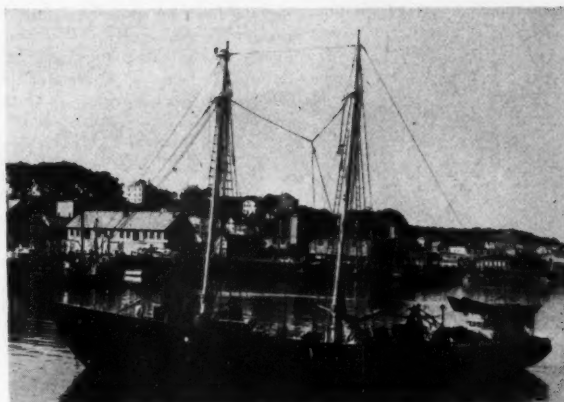
It is expected that the *Old Glory* can be salvaged. The *Nyoda* was hauled off by the Coast Guard life boat and five draggers on February 10. Her keel was considerably ripped and her planking sprung.

Three Draggers Leave for South

Three Gloucester draggers left recently to fish out of Southern ports for the winter. They were the *St. Christopher*, Capt. Phil Fileto; *Superior*, Capt. Ralph Dahlmer; and *Columbo*, Capt. Jack Barbara.

New Winches for Two Draggers

The draggers, *Moonlight* and *Moonglow*, owned by Northeast-



The "Mildred Silva" which burned off the Virginia coast, She was powered with a GN6, 230 hp. Cooper-Bessemer Diesel.

ern Fishing Co., are being equipped with Model W700 New England winches. The *Doris F. Amero*, owned by Capt. Nelson Amero, has been equipped with a Model C New England winch.

"Mildred Silva" Burns at Sea

The 85' dragger *Mildred Silva*, owned by United Fisheries Co., Capt. Manuel G. Silva and others, caught fire and was abandoned at sea off the coast of Virginia by her crew of eight on February 1. Four men, including Capt. Fernandes Pereira, escaped in one dory and were picked up after 5 hours by a passing steamer, while four other men in a second dory disappeared at sea.

The vessel was on her way into Portsmouth, Va., with 30,000 lbs. of sea bass on her third trip since leaving Gloucester for winter fishing, when the oil stove in the cabin tipped over by force of the sea, causing the boat to become immediately enveloped in flames.

January Production Up

Gloucester fresh fish production for the month of January was 5,031,800 pounds, compared to 4,366,500 in January of 1944, which represents an increase of 665,300 pounds. Total redfish production was 2,796,000 pounds, compared to 2,585,000 pounds for January of last year.

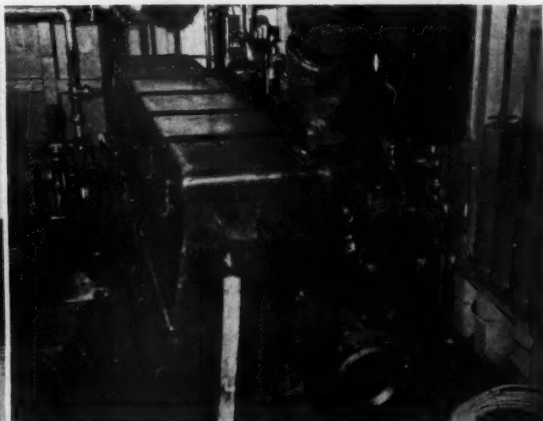
Small Redfish Have Adverse Effect

Dr. Alfred Perlmuter, Gloucester Fish & Wildlife Service biologist said at a recent Rotary Club meeting that he felt it was for the best interests of the fishermen to avoid insofar as possible the catching of small redfish, which he feared might have an adverse effect on the redfish industry in the future.

Dr. Perlmuter said that in recent months he has been stressing the study of redfish, hoping to discover scientific data which would be of aid to the industry. He said that the age of redfish



The new 75' x 20' x 10' dragger, "St. Paul", which was delivered to her owner, Capt. Philip Parisi of Gloucester, last month following completion by Reid's Shipyard, Stamford, Conn. She is



equipped with a 180 hp., 400 rpm. Superior Diesel (shown at right), 50 x 34 Columbian propeller, Maxim silencer and Shepard Diesel auxiliary unit, furnished by Walter H. Moreton Corp.



Lelond LaFond of Lelond LaFond Fisheries, Milwaukee, Wisconsin, owner of the new 52' tug, "Lelond LaFond", recently completed by Kewaunee Shipbuilding & Engineering Co. and powered with a 150 hp. Model ME-150, 6" x 6 1/2" Murphy Diesel engine.

Great Lakes Fish Companies Swept by Fire

FLAMES which roared through 10 buildings of the Bay Port Fish Co. and the R. L. Gillingham Fishing Co. of Bay Port, Mich. on January 16 and early January 17 caused damage estimated at more than \$200,000. An estimated total of 210 large trap nets and six fishing tugs were destroyed while seven other boats were damaged so severely that it may be impossible to repair them.

The two fishing companies are ranked among the largest inland fisheries in the world, and are the largest operating on Lake Huron.

The fire, of undetermined origin, started in fishing nets hanging at the Bay Port Fish Co. docks, and spread rapidly to the Gillingham Fish Co.

Otto Schmidt, secretary-treasurer of the Bay Port Fish Co. said his Company planned to start immediately on reconstruction work if necessary materials could be obtained. He pointed out, however, that twine for nets was hard to procure. He said that wooden boats are almost impossible to build at the present time because of shortages of necessary lumber, and no company in the Bay Port area has facilities for mass production of steel boats. As a result it is expected that operations of the Company will be curtailed this year.

Robert Gillingham, president of the R. L. Gillingham Fishing Co. said his firm would not be greatly curtailed in its operations, having lost only one fishing outfit of the seven operated by the Company last year. With the exception of the one craft, the boats of his Company were not harmed and the firm

had been determined by rings on the scales, and that it was 12 to 15 years before a redfish spawned.

"Captain Drum" To Have New Engine

The *Captain Drum*, owned by Capt. Isodoro Tarantino and Jiachino Agrussa, is being repowered with a Model DCMR 170 hp. Buda Diesel fitted with 3:1 Twin Disc reduction gear, fresh water cooling, Columbian pilot house clutch control, and 52 x 46 Columbian propeller.

To Repower "Teazer"

The Gorton-Pew Fisheries' schooner *Teazer* is to be repowered with two six-cylinder 4 1/4 x 6 Fairbanks-Morse Diesels, rated 60 hp. and 1200 rpm. The vessel operates as a supply ship for Gorton-Pew's Canadian branches, and as a transport for salt fish shipped from Canada to Gloucester.

New Power for "Theresa M. Boudreau"

The 100' dragger, *Theresa M. Boudreau*, Capt. J. Alphonse Boudreau, is being repowered with a 6-cylinder, 400 hp. 13 x 16 fresh water cooled Atlas Diesel, turning a four-blade, 70 x 48 Columbian propeller.

Boston Dory Trawlers Sold to France

O'Hara Vessels, Inc. have sold their dory trawlers *Lark* and *Gosoon* to the French Government for use as freighters in the South Pacific.

Five More Trawlers Returned

The War Shipping Administration has returned the steel trawlers *Crest*, *Drift*, *Surge* and *Wave* to their former owner, General Seafoods Corp. of Boston.

has nets stored on North Island, those lost being used mostly for reserves.

Big Lake Trout Hatch

Three-quarters of a million lake trout eggs are expected to be hatched at the State fish hatchery in Harrisville, Michigan by March 1. The first eggs have already hatched, and indications are for a bigger yield of young fish than in recent years.

Large Herring Catch

An exceptionally large herring catch was taken during 1944 in the Bayfield and Cornucopia areas of Wisconsin, according to State food inspectors assigned to fishery inspection work. Fishermen say it has been years since they have had such a herring run.

The bulk of the catch was flat dressed for salting. Comparatively small quantities were marketed fresh, although a considerable quantity were frozen, some of which will be smoked later.

Because of the extremely heavy catch during the peak season and a critical shortage of labor, a larger proportion than usual has been diverted to fur animal feed channels. Herring sold for this purpose is often colored with a harmless dye to prevent its use as human food.

State inspectors, who have been constantly on the alert in the fishing areas during the entire season, report that no heavy infestation of cysts was found this year.

Fish Dealers' Committee Re-elected

The Chicago Wholesale Fish Dealers' Committee which handled the 1944 fish sales campaign was re-elected to serve for 1945. A substantial sum of money was pledged and plans are being made for advertising and market development work of benefit to the entire industry.

Fish Hearings Planned

Commercial fishermen in the Northern Great Lakes region will have a chance to tell a Congressional subcommittee how they would like to improve fishing conditions in Great Lakes waters, according to Rep. Fred Bradley of Rogers City, Mich.

The hearings, planned at the request of Great Lakes fishermen, will be held at Blaney Park, Mich., on February 19.

Bradley, Reps. Alvin F. Weichel of Ohio and J. Hardin Peterson of Florida, chairman of the House Fisheries Subcommittee, hope to schedule another hearing for February 21 at Bay City, and additional ones in lower Michigan and Lake Erie ports.

A bill authorizing a Congressional investigation of Great Lakes fisheries was introduced in the House on January 29 by Rep. Bradley.

"Collier's" Features Great Lakes Herring

Collier's magazine for February 1 featured a 2-page story by Clay Perry with color photographs by Bert de Vriendt on Great Lakes herring, entitled "Herring Are Silli".

The article states "'Silli' means herring to Michigan's colorful Finns, but don't let it mislead you. Fishing in Lake Superior is a man-sized job", and shows color photographs of a fishing port on Lake Superior, Aldrick Tormala manning a lifter cylinder which pulls up the herring nets, and Capt. Henry Tormala of the boat *Superior* picking herring out of a net.

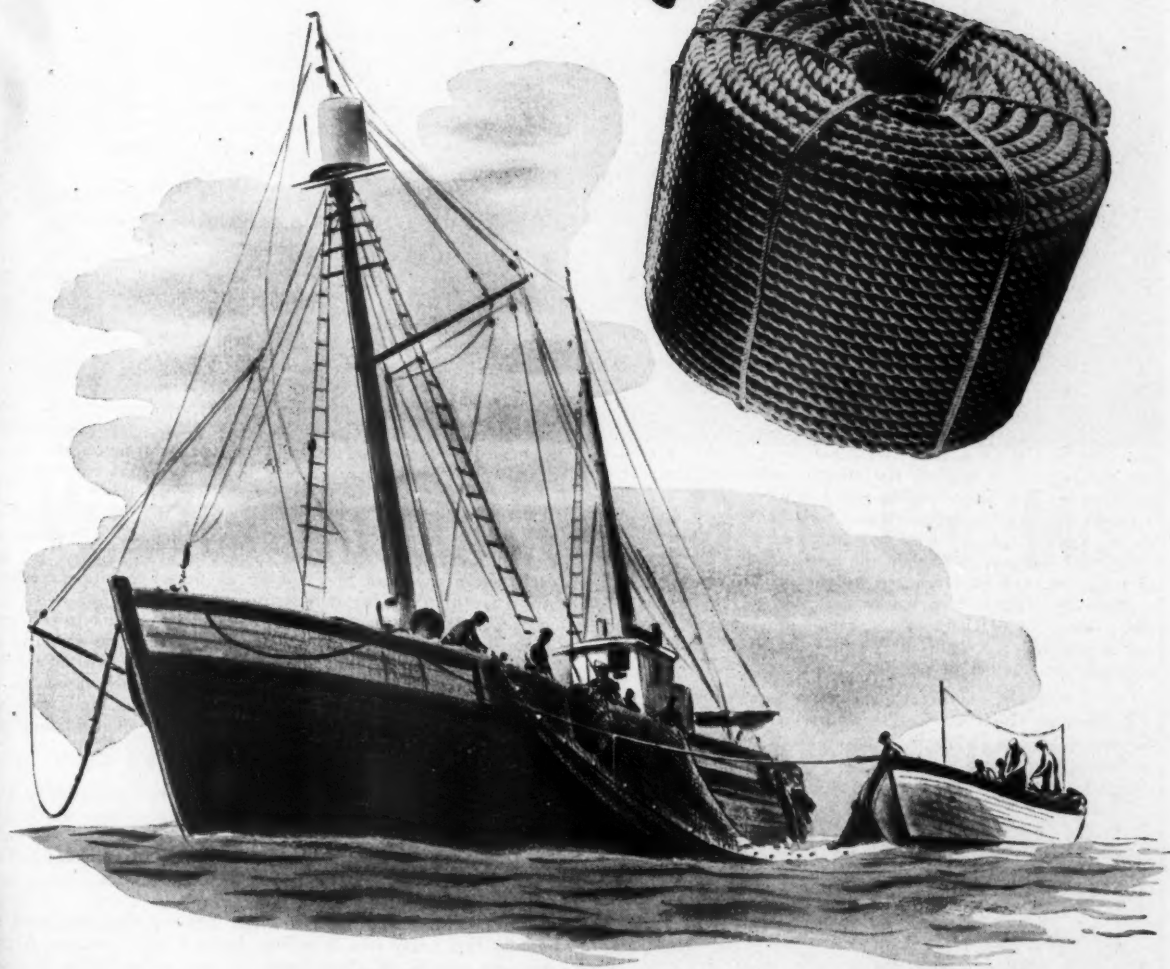
The story tells how fresh-water commercial fishing has grown up swiftly from haphazard operations out of Great Lakes ports to a co-ordinated industry that furnishes thousands of tons of fine food for both our armed forces and civilians.



The 47' tug "Bob Richard", owned by Brockquist Brothers of Manistee, Mich., is equipped with a 3 cylinder 45 hp. Kahlenberg Diesel and Pauls fish nets.

EXPERT JUDGMENT PREFERS

American Rope



SEINE FISHING . . .

Commercial fishermen are carrying a heavy burden, sometimes at great risk, to provide seafood for this nation's armed forces and civilian population. It's a vigorous job for

skilled men and dependable equipment. "AMERICAN" ROPE for mooring lines, rigging and handling lines is popular with fishermen everywhere because its long lasting quality matches their own ruggedness.

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The 52' x 16' "Robert Junior" being built by L. H. Nix, St. Augustine, Fla., for Robert F. Maier of New Smyrna Beach. She will be equipped with a Type D-50, 50 hp. Lathrop Diesel and a Stroudsburg winch.

Florida Shrimp Fishermen Tie Up in Price Protest

DESPITE several meetings between dealers and the fishermen's union representatives, no agreement had been reached on February 7 to settle the strike which has tied up shrimp trawlers in Fernandina, St. Augustine, and New Smyrna, Fla., and St. Mary's, Brunswick, and Darien, Ga. The tie-up started at Fernandina January 15.

The strike arose over a demand by fishermen that dealers pay them OPA ceiling prices for their product without any deduction for the cost of heading or cleaning, which would give them 2 cents more per pound.

An official of the Atlantic Seafoods Producers, Inc., a dealer group, said the fishermen's dissatisfaction was caused by the OPA regulation requiring the dealers to pay 1½ cents less for small shrimp than larger ones. It is said that there is no provision in the OPA prices to allow for a 2 cent increase to the fishermen for heading the shrimp, and that the dealers' mark-up made it impossible to pay any more.

OPA officials on the other hand stated that they understood the tie-up was caused by a labor controversy between the fishermen and producers who own the boats because the commission of fishermen had been reduced by the producers.

However, OPA is reported to have recognized the fact that the seven-price brackets of the regulations are not workable, and a meeting was held in Washington recently to consider reducing the number of sizes to three.

Hurst, Acting Conservation Supervisor

J. Thomas Hurst of St. Petersburg has been appointed by Governor Millard Caldwell as Acting State Supervisor of Conservation, to succeed S. E. Rice, seafood dealer and boat builder of Apalachicola who has held the position for four years.



The 43' x 13' x 4' shrimp boat "Lon" owned by Herman Cubbage, New Smyrna Beach, Fla., and powered with a 40 hp. Palmer engine. She was formerly owned by W. C. King of Vero Beach, Fla.

Mr. Hurst has been a deputy commissioner for Pinellas County during the past four years.

The Supervisor is the administrative officer for the Board of Conservation, which is made up of the Governor's cabinet. He is charged with enforcement of the State's laws affecting salt water fishing.

Two Missing Men Found Adrift

O. Edward Albro and Robert Morgan Jr., of New Smyrna Beach, were rescued on January 17 by the Coast Guard after the two men had been adrift at sea in a 26 ft. fishing boat for four days.

First sighted by a Navy plane on January 17, the search for the men ended when a Coast Guard cutter out of New Smyrna Beach found them and towed the crippled fishing boat 25 miles to Ponce de Leon Inlet bar, where the cutter was relieved by a motor rescue boat from the Coast Guard life boat station.

Lloyd Jones Dies

Lloyd A. Jones, 51, of Fernandina, died early this month. He owned the S. & J. Seafood Co., wholesale shrimp and fish dealers and crab packers.

Jacksonville Market News Service Resumed

The Jacksonville, Fla., office of the F & WS Market News Service was reopened January 17 with offices at 221 West Adams Street. The Office had been inoperative since August, 1943, because of lack of operating funds. Charles D. Stewart will resume charge of the office.

Long Island Legislation Pending

LEGISLATION has been introduced to give the Conservation Department the authority to issue special licenses for the taking of "bug scallops" only in such areas where they are subject to becoming washed ashore. These licenses would be issued for a period of six months and a fee of \$2.50 would be charged for each license issued.

Bill Would Prohibit Dragging

A bill has been introduced to prohibit all dragging in Peconic Bays from April 15th to October 1st. Last year considerable excitement was created when a few beam trawlers did some dragging for weakfish in Peconic Bays during one week-end.

Control of Shad Nets in Raritan Bay

The Conservation Department is asking that for a period of three years it be given the power to regulate the number of nets in Raritan Bay. It wants to levy a \$10.00 license fee for each net in this area operated by an out-of-the-State resident, and a fee of \$5.00 for resident operators.

The War Department first started issuing permits to fish nets in Raritan Bay in 1920. Since that time, every year some six to eight trap or gill nets had been set in the area designated by the War Department. Last year this fishery suddenly expanded so that there were over 30 pound nets in this area, and from all indications it appears that there will be about 60 nets along the Staten Island Shore this year.

Surf Clam Legislation

Legislation has been introduced whereby the Conservation Department would have the power to fix the areas from which surf clams shall be taken as well as the months of the year and such size limits as it may later deem advisable to establish. The Department would have the power of fixing the areas for a period of three years.

Within two years the surf clam industry has developed so rapidly that today it is a million dollar a year concern. A tremendous amount of these clams are now being taken in close proximity to Jones Inlet.

Rivers and Harbors Bill Projects

Under provisions of the pending Federal Rivers and Harbors Bill, improvement work is planned at Northport Harbor, Peconic River, Lake Montauk Harbor and Orowoc Creek, Islip, while preliminary examinations and surveys are called for on eight additional proposals, namely: Moriches Inlet, Centerport Harbor; Shinnecock Inlet, Peconic River, Smithtown Harbor, Nissequogue River, St. James Harbor and Fire Island Inlet.

"Malolo" Launched

The 59' trawler *Malolo*, owned by Frank Eldredge and Carl Erickson of East Marion, N. Y., has been launched. The vessel was sponsored by Mrs. Carl Erickson, and is equipped with a 115 hp. Caterpillar Diesel engine.



WESTERBEKE FISHING GEAR CO. INC.

*Announces the Opening
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BRANCH STORE AND WAREHOUSE

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GLOUCESTER, MASS.

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**Fully Equipped to Serve Efficiently
Any Fishing Trawler, Dragger, etc.**

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Main Office: 279 Northern Ave., Boston 10, Mass.



47 ft. drake tail boat owned by Capt. Will Parks, Tangier, Va.

Virginia Faces Manpower Shortage at Norfolk

THE fishing industry at Norfolk, Va. faces a manpower situation so critical it is possible that trawlers may not be able to unload their catches, leaders in the industry there report.

They declared the labor shortage was so acute now at the beginning of the heavy season, that unless relief comes quickly trawlers pulling into Norfolk may be advised to return to the north.

If trawlermen will furnish advance notice they intend to discharge their catches at Norfolk, they will be advised of the situation and if necessary told they may be "taking a chance."

At one fish house a trip of fish could not be unloaded for several days, it was reported.

Norfolk Area Landings Gain

As a result of the influx of draggers from Northern ports, Norfolk area landings for the month of January were more than double those of December. Landings for January were 2,361,000 lbs., which represents an increase of 1,223,000 lbs. over December landings, and an increase of 242,000 lbs. over January, 1944 landings. Croakers accounted for the largest percentage of the landings, with 959,000 lbs. being brought in during the month. Sea bass showed the next largest landings with 653,000 lbs. Fish were landed on sixteen days of the month, with the largest day being January 19, when 357,000 lbs. were brought in.

Tangier Dredgers Working Rappahannock

Due to the scarcity of oysters in Tangier and Pocomoke Sounds, most of the Tangier fleet is dredging the oyster beds in the mouth of the Rappahannock River, where the average dredger is catching from 75 to 150 bushels of oysters a day.

Since the arrival of the Tangier fleet, most of the days and nights have been foggy; and such weather has done much not only to retard dredging in the River, but to cause several collisions of oyster boats.

Two of the Tangier fleet collided recently in a dense fog at the mouth of the Rappahannock. The *Southland*, a draketail owned by Capt. Will Eskredge of Tangier Island got the worst of the collision, and she sank in five minutes. It took two days for Tangier boats and a boat from the Coast Guard to raise the *Southland*, and she is now on the Clark railway at Tangier for repairs.

Oyster Dredgers Catching Crabs

Many crabs are now being caught by oyster dredgers on the Virginia oyster rocks. Tangier oyster dredgers are capturing from one to two barrels of hard crabs a day on the oyster beds in Tangier and Pocomoke Sounds and Rappahannock River. They are selling them for \$10 a barrel.

Fisherman Burned by Bomb

Earl Haywood of Mathews, Va., who is engaged in trawl fishing, recently suffered burns caused by acid from a "mustard bomb" found in his net. Other bombs which have been found in his nets have been empty, but in throwing this one overboard the acid spilled.

Two Oyster Ground Applications

J. G. Lewis, of Gloucester Point, Va. has applied for ground for oyster planting purposes in York River waters near Mumford Island, estimated to contain 20 acres. R. S. Evans, of Moon, Va., has also applied for ground, located in Milford Haven waters, near Billups Creek, estimated to contain 8 acres.

George W. Sterling, Jr. Dies

George W. Sterling, Jr., 64, co-owner of Sterling Sea Food Company of Washington, died on January 11. Mr. Sterling was a native of Gloucester, Va., going to Washington 10 years ago to establish the seafood firm in which his two sons, Rudolph and Fred, were associated with him.

Maryland Assembly Bill Would Nullify Net Licensing

A GRAVE setback to the recovery of Chesapeake Bay fisheries would be likely to result if the bill proposing nullification of the fish net licensing law of 1941, which is before the General Assembly of Maryland were passed, according to Chairman Edwin Warfield, Jr. of the Maryland Department of Tidewater Fisheries.

Mr. Warfield reported there had been an increase in shad, and the striped bass supply had remained at a relatively high level under the law.

Delegate Albert Woodfield also expressed opposition to the legislation and said his opposition was shared by more than 90 per cent of the State's fishermen.

Those who have a license for using nets are apparently satisfied, but those who were refused permits are said to be responsible for the introduction of the bill.

State-Owned Bar Opened

The Maryland Department of Tidewater Fisheries recently opened a State-owned oyster bar in Chester River to offset the shortage caused by ice in the Chesapeake Bay and Chester River. A levy of 10 cents a bushel will be placed on all oysters caught on the bar, known as the Old Point Bar, near Kent Island at the mouth of the river. The levy will be used for restocking after the present emergency is passed.

Bad Weather Raises Prices

Prices for the small quantity of fish being caught in the upper Chesapeake Bay and Chester River have skyrocketed due to serious interruption of the industry because of cold weather and heavy ice. Rock fish and white perch reached the all-time high prices of 65c and 35c per pound in Chestertown markets.

Hard crabs are selling for \$11.00 a barrel. Ordinarily \$2.00 a barrel is a good price. Most of the hard crabs come from the Virginia Capes and several runboats make regular trips to and from Crisfield.

The oyster tonging business has been seriously hindered during the freeze, and the tongers are receiving \$2.50 per bushel.

Lease Oyster Grounds

William F. Catlin, Jr., of Upper Fairmount, has leased 5 acres of oyster grounds in the Manokin River; and William J. Wilson of Mt. Vernon, 5 acres located in the Wicomico River.

Ocean City Expects Good Season

Ocean City fishermen anticipate a good season this year, despite the fact that last Fall's storm did considerable damage to nets and oyster grounds. The port is one of the largest fishing centers in Maryland, being the location of several pounds and the headquarters for a number of boats. Among the wholesale dealers at Ocean City are Davis & Lynch, with which William Purnell is connected; and C. P. Cropper Fish and Oyster Co., operated by C. P. Cropper. Trout and flounders represent the principal catches, and in addition large quantities of hard crabs are produced which are hauled by trucks to Crisfield, where they are used for producing crabmeat. Among the well-known fishermen are Capt. Talbot E. Bunting, and Capt. John Mumford.

Two Veteran Seafood Men Die

Elyard S. Holland, well-known Crisfield seafood dealer, died on February 2 at the age of 71. For years he specialized in producing diamond back terrapin.

Capt. Noah F. Ashmeade, 81, also of Crisfield, died on February 3. He was recognized as an authority on all ramifications of the crab business.

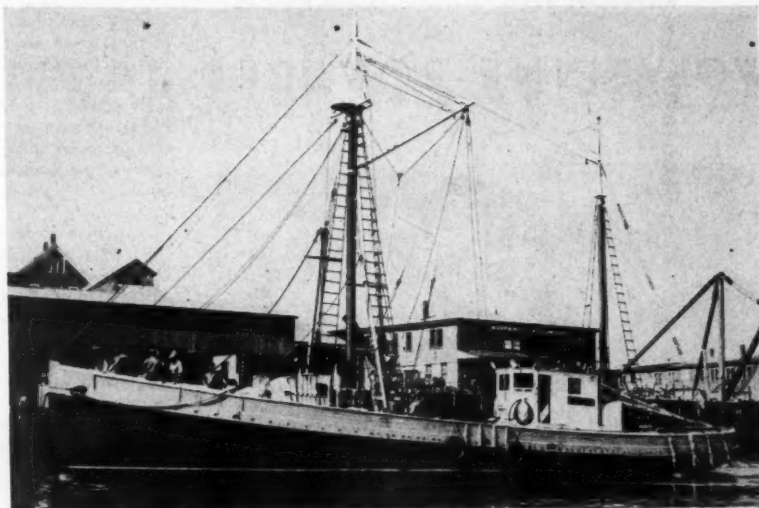
FAIRBANKS-MORSE Powers

High-Line Mackerel Seiner For 1944

The "Santa Maria", High-Line Mackerel Seiner for 1944 in the port of Gloucester, shown as she tied up at her dock after one of her fifty-five trips which netted her the biggest mackerel haul of the year,—a near record catch of 2,765,000 pounds!

The year's bag was worth a gross stock of \$144,848.58, with each crew member earning a share of \$6,147.40 for approximately seven months' labor.

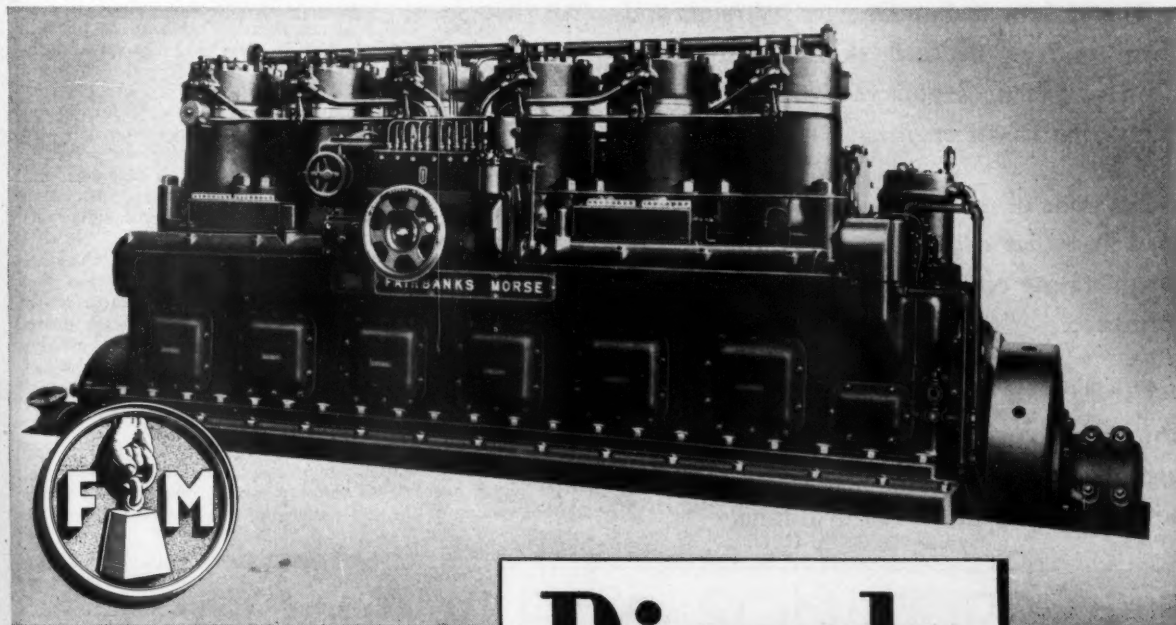
The fifty-five trips to the Mackerel waters and back were made with co-owners and co-captains Peter Mercurio and Peter Guarassi able to devote their full attention to the serious business at hand. From their previous experience they were confident of the ability of the "Santa Maria's" power



THE "SANTA MARIA"

plant, a 200 hp., 5 cylinder, Model 35 Fairbanks-Morse Marine Diesel, to do its job well and faithfully. That the owner's confidence was

not misplaced is attested by the record which shows a minimum amount of repair on the engine during its strenuous year's work.



Diesel Locomotives • Diesel Engines
Pumps • Scales • Generators • Motors
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BUY
MORE WAR
BONDS

New Bedford Scallop

VIRGINIA and JOAN

WOLVERINE-POWERED



The 65-foot Scallop Dragger "Virginia and Joan" of New Bedford, skippered by Capt. Leonard Olsen, is powered with a 100 hp. Wolverine Diesel engine.

She's one of many vessels in the New Bedford fleet that depend on Wolverine power for operating economy and trouble-free performance.

Fishing boat Captains and owners up and down the coast know that Wolverines are ruggedly designed to deliver the heavy duty power required in successful fishing.

Wolverine Motor Works Inc.
Union Ave. Bridgeport 2, Conn.

New 111 ft. Welded Trawler

(Continued from page 26)

this portion of the ship extremely costly and slow. It also makes for a much more sanitary treatment to the bottom of the fish hold as there is no absorption to the steel and it cannot crack out and leave fissures which would make a lodging place for bacteria. The double bottom also has great value in giving the Captain considerable control over the trim of his ship under different loading conditions. For instance, the deep tank will take care of around seven days steaming and fishing without touching the fuel in the double bottom. This leaves the double bottom fuel for effective ballast while fish are being brought aboard in the early stages of loading. On the balance of the fishing time and the return voyage, this double bottom fuel can either be pumped into the deep tank or used directly from the bottom, as the Captain or Engineers may desire, giving a sound, stable ship at all times.

Improved Fairing

Particular attention has been paid to fairing up the general hull and superstructure without going to extreme measures. The hull lines are "Maierform" and with the beam of 23', an easily driven ship has been attained for heavy weather conditions with ample room to stow around 220,00 pounds of fish with ice for keeping purposes.

The steering gear is of a worm shaft drive type, eliminating the hazard of a free, uncontrolled steering wheel, which latter type has caused a great many serious accidents to the Captain or the helmsman, due to its running away under stress of conditions, causing serious fractures of arms, and in some cases, serious jaw injuries.

Improved Heating

The separate heating plant usually found in the forecabin has been eliminated and all heating on this vessel is done from a modern type hot water unit in the engine room with the circulating leads running across the top of the deep tank. This permits very fine pipe leads with no drops, or bad pockets. An effective method has been devised to properly insulate and protect these pipe lines throughout the passage through the fish hold.

There are built-in tanks of the following capacities: fuel oil tanks 8200 gallons, fresh water tanks 6000 gallons, and lube oil tanks 200 gallons. Fish holds are sheathed out with 2" fir, with 5" cork on fore and aft bulkheads, sides, and outsides of deck.

Engine Room Equipment

The space allotted to the engine room is ample for the installation of main propulsion machinery of approximately 475 hp. at 300 rpm., using a full Diesel engine of direct reversible type. The main engine would be fitted with all necessary controls, governors, fresh water cooling, transfer pumps, tachometer, pyrometer, gauge boards and instruments as required for proper operation and maintenance.

Also located in the spacious engine room are one Diesel auxiliary plant driven by 16 hp., 2-cylinder engine; clutched and belted thereto is a one kw. generator, one large capacity air compressor and one 2" centrifugal bilge and deck wash pump. There is also attached to tail shaft one belt driven, variable speed, reversible 10 kw. generator. Ship's service batteries are of 110-V, 170 ampere-hour capacity. Switchboard is of ample capacity, marine type, consisting of two panels for the proper distribution of all electric leads for power and light.

Electric driven pumps include two motor driven deck wash and auxiliary engine circulating pumps, one fire and bilge and general service pump, one fuel oil transfer pump, fresh and salt water pressure systems of the full automatic type and lube oil service pumps.

Deck fishing equipment will consist of one 5 hp. motor driven fish hoist and trawl winch having a capacity of 600 fathoms of 3/4" wire, or 400 fathoms of 7/8" wire per drum.

New Type Winch Drive

A drive for the trawl winch has been developed, using a relatively high speed Diesel engine mounted directly aft of the trawl winch, with the entire unit enclosed in the upper engine room. This Diesel engine drive is of about 90 hp. capacity and drives the winch through a torque convertor, thus eliminating complicated electrical drives and additional generators, or the conventional drive from forward end of main engine. Simple controls are installed at the winch operator's position.

EXCELLENCE IN FIGHTING SHIP OUTPUT

Points the Way to

BETTER POST-WAR FISHING VESSELS



TODAY Lawley's is operating full speed ahead on fighting ships for the Navy. The yard has maintained a steadily increasing production rate, as evidenced by its renewal awards of the Navy "E".

Before the war, Lawley excelled in building outstanding yachts and commercial vessels. Among them is the steel trawler "Maine", which has been a consistent high-liner, with remarkable performance.

The increased efficiency, better skill and improved materials now being employed on War work will enable Lawley's to produce still better fishing vessels when peace returns.

In planning your future trawler, consider Lawley's modern facilities, expert craftsmen and cooperative service. You can have confidence that Lawley will produce the finest in advanced trawler construction—a product that will successfully meet tomorrow's operating requirements.

BUY U. S. WAR BONDS

GEO. LAWLEY & SON CORP.

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LAWLEY BUILDS SUCCESSFUL SHIPS

ANOTHER "FIRST"
FOR COLUMBIAN

Announcing

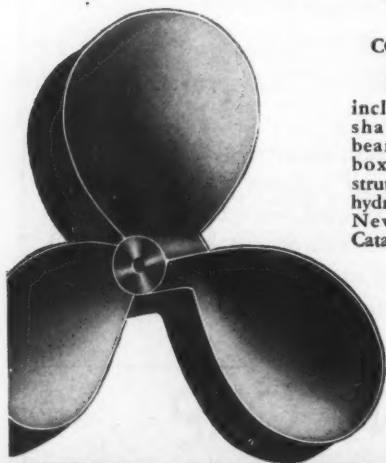
The Ultimate Perfection of Columbian Bronze Propellers

by the introduction of the

CENTRIFUGAL  METHOD OF
CASTING

in Columbian Manufacture

Centrifugally cast Columbian Bronze Propellers now offer a still higher degree of perfection in the well known quality and performance of Columbian wheels. By this method, blade structure of the greatest uniformity is insured, and a new high standard attained in the pitch accuracy of propeller blades.



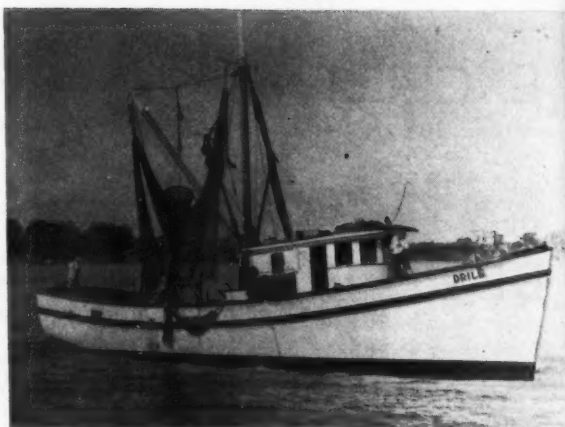
COLUMBIAN BRONZE FITTINGS

include shafting, shaftlogs, stern bearings, stuffing boxes, rudders, struts, pumps and hydraulic controls. New Columbian Catalog on request.

Buy
More
Victory
Bonds

COLUMBIAN BRONZE
CORPORATION

Freeport, Long Island, New York



The shrimp trawler "Drill", owned by Conrad Fisheries, Inc., Washington, D. C., and operated out of Morgan City, La. She is powered with a D13000 Caterpillar Diesel.

Gulf Canned Shrimp Pack Running Ahead

HEAVY shrimp packing was reported during January, bringing the industry's season's pack to 398,672 cases on January 20, 5% ahead of a year ago. The catch of shrimp during the latter part of the month was light because of bad weather interfering with operations in deep waters. The Government has been buying very little canned shrimp, as compared with a 55% set aside last year.

Representatives of shrimp fishermen and dealers from Mississippi, Alabama, Louisiana, Texas and Florida were in conference with Howard Lynch, head of the Fisheries Section of OPA, on January 16th and 17th. Discussion centered on the proposal of OPA to change the table of shrimp grades and prices.

Seafood Protected Under Oil Lease Terms

The State of Mississippi on January 15 leased approximately 400,000 acres of Mississippi Sound waters from Biloxi east to the Alabama line for three years for marine oil exploratory work to the Kerlyn Oil Co. of Oklahoma City. The lease was awarded after the Mineral Commission heard a series of protests from the State Seafood Commission and the Mississippi Coast Shrimpers' and Oystermen's Union on damage which the exploratory work might cause to oyster reefs and other marine life.

Under terms of the lease, should oil be discovered in commercial quantities, there can be no well drilled less than a mile off shoreline in front of Biloxi. Further east, drilling could, under certain conditions be done 1500 feet off the shoreline.

Biloxi Shipyard Building Several Boats

The A. W. Covacevich Ship Yard of Biloxi is building a 50' by 15' Biloxi type boat for Kuluz Brothers which will be completed March 1st. A 47' x 15' boat was expected to be launched early this month for Weems Brothers. Two more boats of the same type for Roy Rosalis will be started shortly, as well as two for the Western Shell Co. of Aransas Pass, Texas. The yard also is preparing to start a 50 by 15 foot vessel for the Grimm Seafood Co., and a deep sea trawler for a Louisiana firm.

New Seafood Plant

John Bellestri formally opened his new Patterson seafood plant on January 21. The plant packed its first shrimp earlier in the week. Five boats, all owned by Mr. Bellestri, are delivering their catches to the new plant. They are the following: *Tarpon*, *Augusta*, *Miss Patterson*, *R. Norman Bauer* and *Oh Johnny*.

Two Boats Sold

The *Chipawa* has been sold by Sloan Peterson of Morgan City to Earl Webster, Morgan City, owner and captain of the *Four Sisters*, and the *Ramos III* has been sold by the Ramos Bros. to Pete Dellas of Morgan City.

Addition to Morgan City Fleet

V. Santos has brought his new 60 ft. trawler *Donald* to Morgan City from Biloxi, where it was built in the Santos Shipyard.



EVINRUDE

OUTBOARD MOTORS

*Now Available For
Commercial Fishing*

IN 5 MODELS — 3.3 TO 33.4 B.H.P.

BRIEF SPECIFICATIONS

3.3 A sturdy, reliable twin-cylinder model with large capacity full tank. Weighs 33½ lbs. Immediate delivery. Price, **\$99.50**
B. H. P.

5.4 The famous "Zephyr" model, four cylinders. Capable power for all small craft. Weighs 43 lbs. Immediate delivery. Price - - - **\$144.50**
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9.7 Four cylinders. Available with 15" extra length shaft, also with extra heavy duty reduction gear, ratio 31 to 11. Weighs 63 lbs. May-June delivery. Price, standard model - - **\$205.00**
B. H. P.

22.5 Rugged two-cylinder model—a proved "work horse" in commercial service. Weighs 110 lbs. May-June delivery. Price, **\$310.00**
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33.4 The most powerful service outboard—built for heavy loads and high speed. Weighs 140 lbs. June delivery. Price, - - - **\$385.00**
B. H. P.

All prices F.O.B. factory. All ratings are N.O.A. certified brake horsepower ratings. All models carry the Evinrude standard warranty. All deliveries subject to military priorities.

ORDERS for the Evinrude models listed' here, can now be accepted for commercial fishing service.

The usefulness of Evinrudes for such service has been amply demonstrated in waters everywhere for more than thirty years. These motors have further proved their ruggedness and capability in the service of our armed forces, to whom many thousands have been furnished.

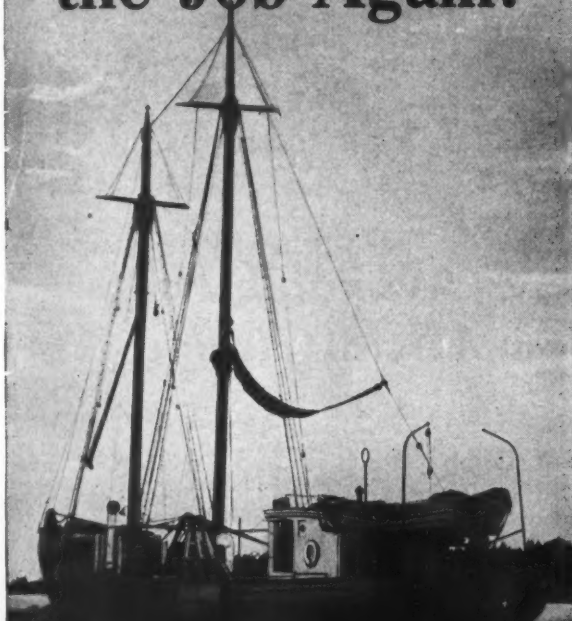
The wide range of models provides for the powering of many different types and sizes of small commercial fishing craft.

Prices have not been increased. The initial investment is small, and there is no installation cost or delay. Note that the 3.3, 5.4 and 9.7 horsepower models are available in extra shaft length models.

Purchasers are required to sign a certification which we will supply on request. All deliveries are subject to military priorities. Write the factory for catalog and full information. Please mention sizes of motors in which you are interested. Address, EVINRUDE MOTORS, 5095 N. 27th Street, Milwaukee 9, Wisconsin.

EVINRUDE OUTBOARD MOTORS

She's Back on the Job Again!



The *Caroline & Mary* was recently re-conditioned in our yard. We overhauled her 400 H.P. Diesels; built on a whaleback, re-rigged her; re-arranged the deck gear; made all necessary replacements; re-conditioned her throughout. Because we have complete, modern facilities, the job was done fast! And that's frequently a vitally important consideration.

 **FRANK L. SAMPLE, JR., Inc.**
Shipbuilders

BOOTHBAY HARBOR, MAINE



Complete Modern Facilities for Designing, Building, Storing and Reconditioning Yachts and Commercial Vessels up to 200 feet.



Members of: Maine Boatbuilders & Repairers Assn., and Atlantic Coast Boat Builders & Repairers Assn., Inc.

50' Steel Fish Boat

(Continued from page 25)

for a total construction time of 7 months. This time undoubtedly could be shortened considerably, as the yard had no precedent to go by and made sure of every step as the work progressed.

Collision Proof Fuel Tank

Several radical departures were made in constructional details. The fuel oil tank was placed in the exact center of hull and comprises 2 bulkheads, 18" apart, made to correspond to the shape of the hull. There is a wall completely around the tank bulkheads, 4" in from the edge, giving a completed tank holding 750 gallons of fuel. After plating was welded in place, there was a 4" space between shell and fuel tank, and this space is used for lubricating oil, holding 105 gallons. A vertical plate was welded oil tight in the center of the tank space, so that in case of collision, only half the fuel and lube oil would be lost; and in case of minor damage, such as a ruptured shell plate, only the lube oil would be lost as the fuel oil tank wall is still 4" from the outside plating.

A 6" pipe was welded and oil sealed through the lower part of the tank on the shaft line to serve as a shaft alley. The tank is made of 3/16" plate and provides a very strong support in the center of the hull. It is used as a base for a 9" steel tube mast, which extends 16' above deck. The mast acts as an exhaust silencer for the main engine.

Unique Guard Rail Construction

After all bulkheads were secured to the keel, the sheer and chine pipes were fastened to same; the sheer pipe is 3" X heavy wrought iron pipe, chine is 2" of same material. These pipes were left whole, 1/2 being inside of shell plate, the other 1/2 is outside to form the guard rails. In the completed hull it is impossible to recognize this form of construction, which strengthens the hull enormously. Its most important advantage is that any locked up stresses in shell plating do not distort the hull as these pipes will give to the slight degree necessary to prevent the usual shell buckling.

Water Cooled in Keel

The keel is a departure from the usual practice in that it is of hollow, box girder type, 5 1/2" wide, with the side plates 5/16", and the bottom and top 1/2". The shaft log, which passes through this hollow keel, is a 4" X heavy wrought iron pipe. The interior of the keel is baffled to promote the correct flow of fresh water from the engine circulating system, which in effect makes the keel a heat exchanger, having a capacity of 100 gallons. This system prevents electrolytic action as no salt water enters the hull to the engine, and it does away with the sea water pump used to cool the usual heat exchanger.

Large Fish Hold

The fish hold occupies the full width of hull, being 16' wide in the center, 14' wide aft, 5 1/2' deep and 16 1/2' long, providing a capacity which is greater than that found in many 65' wooden boats.

The average boat owner usually regards a steel hull as skimpy, because he has been used to seeing massive keels and frames and does not realize the inherent strength in a little piece of steel. The plating in this vessel is 3/16" and the frames are 1/4 x 3 1/2" placed 18" centers, and she has broken 6" ice repeatedly to get to sea.

The Wm. J. Martin has a registered net tonnage of 19, displacement of 29 tons and total hull weight of 44,675 lbs.

Power is furnished by a D13000, 115 hp. Caterpillar Diesel equipped with Twin Disc 2:1 reduction gear. The engine turns a 40 x 30 Columbian propeller on a 2 1/4" Monel sleeved steel shaft with Lignum Vitae stern bearing, giving the vessel a speed of 11 1/4 knots.

Accommodations are provided for three in the fo'c's'le and one in the pilot house, and the galley is fitted with a Shipmate range. The vessel has a Hathaway winch, operated by a Twin Disc main engine power take-off, and equipped with a safety throwout clutch mounted on the mast.

Other equipment includes Danforth anchor, Columbian rope, Bethlehem wire, 25 plate, 400 amp. Willard batteries, Cunningham fog horn, Ritchie compass, 3 hp. Delco generating set, and Goulds 1 1/2" centrifugal bilge and deck pump. Shell oils are used, and the vessel is painted with Baltimore bottom compound.

HINTS ON

OLD ROPE

FROM NEW BEDFORD



Today with war sources getting the major part of our rope output, we at New Bedford offer our customers advice on how to get maximum service from the available supply. And just as we make good rope, we try to give good advice—practical down-to-earth hints on how you can get the most service life from the rope you have.

THEY'RE IN THIS BOOKLET entitled "Care and Conservation of Rope" which will be sent you on request. It contains directions on how to use... how to splice... strength tables for different sizes and weights. Write for your copy.

Ⓢ7714

NEW BEDFORD CORDAGE CO.

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31 St. James Avenue • Boston 16, Massachusetts
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ONE WAY TO GET YOUR VOICE HEARD

There are just two drawbacks to this method:
(1) the range is limited; (2) it's not done after a certain age.

To get your voice heard *when* you want it and *where* you want it, Harvey-Wells manufactures *completely dependable* communications equipment.

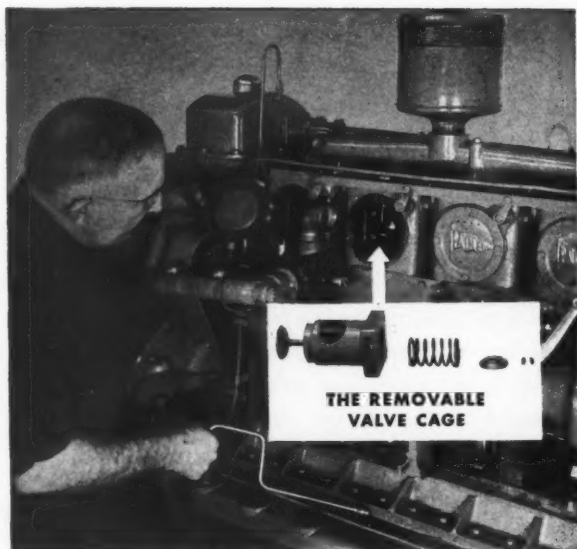
For peacetime communications in the marine industry — in aviation — in public safety services — Harvey-Wells will continue to transmit the human voice efficiently and reliably.



SOUTHBRIDGE, MASSACHUSETTS

Know the company that wants your business! Our CASE BOOK tells the story of Harvey-Wells and its place in Electronics. Send for it today. Your name on your letterhead is sufficient.



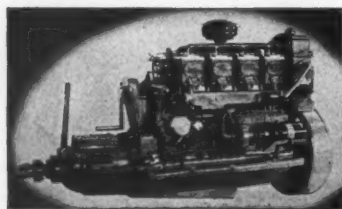


HERE IS SOMETHING DIFFERENT

With the valve arrangement of the Palmer Diesel, you can get more work for the amount of fuel you buy . . . and when it comes time to do a valve job, it can be done easily. The removable valve cage enables valves to be ground without removing cylinder head.

This is but one of the many special features of the Palmer Diesel . . . features which are built into the engine which make it the complete answer to the commercial boatman's problem. Send us your name and address. We will forward you full information without high-pressure follow-up.

PALMER BROS. ENGINES, INC., COS COB, CONN.



RND 4 cylinder 40 H.P.
RND 6 cylinder 60 H.P.
For marine use and stationary



RND 1 cylinder 9 H.P.
For stationary use only

Palmer also builds gasoline engines ranging from 2 H.P. to 150 H.P. for marine use.



PALMER DIESELS

THE FISHERMAN'S FRIEND FOR FIFTY YEARS

John M. Wells, President of Harvey-Wells Electronics, Inc., Southbridge, Mass., accepting the Army-Navy "E" flag from Rear Admiral Wat T. Cluverius, U.S.N., at recent ceremonies. The Company manufactures communications equipment, safety devices, aids to navigation, radar equipment and allied materiel.



Harvey-Wells Radio Case Book

HARVEY-WELLS ELECTRONICS, INC., of Southbridge, Mass., has issued a 40-page "Case Book" which portrays the personnel and factory operations involved in the manufacture of Harvey-Wells communications equipment. Profusely illustrated, the book shows every step in the making of the component parts of radio equipment, including research, designing, production line assembly, periodic examinations, and final testing. Among the operations pictured are those pertaining to the development of crystals, in connection with which Harvey-Wells originated the "acid-etch" method of precision tolerances in final crystal finishing. Also contained in the book are illustrations and specifications of the various Harvey-Wells models, including their MR-10 and MR-25 marine radio telephone receivers and transmitters. Copies of the "Case Book" are available on request from the Company.

Selecting Suitable Finishes

(Continued from page 22)

no reason why the interior of fishing vessels should not be attractive within reason. For instance the greater part of the wood of fo'c's'le or cabin should be varnished natural, with the trim stained walnut or mahogany and then varnished. A certain amount of paint work in a varnished interior may be acceptable. For instance, the under side of the deck may be painted white enamel, while the beams are varnished and the rest of the fo'c's'le varnished; or if there is a toilet room, it may be painted with white enamel while the rest of the cabin or fo'c's'le is varnished.

If the quarters are painted rather than varnished, it should be remembered that horizontal lines such as a wainscoting tend to lower the apparent height of the quarters and increase the impression of length and breadth, whereas the painting in different colors of verticals such as doors, companion ladders, etc. reverse the situation and make the quarters look higher but shorter and narrower. I think that the practice of painting cabin and fo'c's'le interiors with shellac is not attractive, and is hard to paint and varnish over.

A medium color such as gray or light green makes a good engine room color although I really think that an engine room which is painted white and kept shining is most attractive of all. However, this is not practical in most fishing boats and an aluminum painted engine room with black wainscoting about 2/5 of the height is good. Some of the non-skid deck paint is quite suitable for the engine room floor.

It is well to paint the interior of the hold although this is not common practice. I believe the use of aluminum for the underside of the deck and down to within a couple of feet of the hold floor is good, with the rest of the hold including floor to be painted with black bituminous paint. This latter paint is great stuff, since it has the clean and preservative qualities of creosote, yet it dries like an enamel and can be painted on fairly damp surfaces with good results.

Locker interiors should not be painted with gloss paint for eventually it will crack and chip, and the chips may go into food or delicate machinery. Better use a semi-gloss and give the locker interiors one coat every five or six years.

R. S. D.

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75 lb. Danforth HOLDS *Two* DRAGGERS IN HURRICANE



• **TIP TOP**—55-ft. dragger; 16-ft. beam; 7-ft. draft; 34 tons.



From a statement by Capt. George Berg, Mystic, Connecticut, Skipper of the **TIP TOP**:

"During the Sept. 14th hurricane at 9:30 P.M., half an hour before the height of the storm, we could see that it was necessary to get away from the dock and we did so. As soon as we were past the end of the dock, we anchored. We couldn't see anything anyway. • We used a 3½" manila rope spliced into a thimble. We let out 25 fathoms. The wind was blowing Northeast at about 80 miles per hour and we were in twenty feet of water. • The **CARL J.**, a sister ship, was pounding against the dock. She had no anchor.

We swung her a line and hauled her away. When the wind shifted unexpectedly Northwest, we turned sharply. We both lay with the one 75-lb. Danforth and did not drag.

• The anchor came up easily the next morning and the rope showed how deeply the anchor had buried itself in the soft muddy bottom. • To us this was a remarkable feat because one of the other draggers, a lighter boat, had a 200-lb. regular type anchor and dragged dangerously throughout the storm. • A 75-lb. Danforth that held two 34-ton draggers is the best recommendation I could give or receive. I've never seen anything like it. I'd go on record anytime to recommend the Danforth anchor."

Danforth Anchors protected by U. S. and Foreign Patents

FOR FREE FOLDER, WRITE

R. S. DANFORTH • 2121 ALLSTON WAY • BERKELEY 4, CALIF.



New Jersey Channel Dredging Bill

A MEASURE providing for the expenditure of \$160,000 for the dredging of a new channel along the eastern edge of Barnegat Bay between Seaside Heights and Lavallette, to be completed under the direction of the New Jersey Board of Commerce and Navigation, was passed by the State Senate on January 22. The Bill will now go to the Assembly for approval, where it was defeated last year.

The Bill fulfills a long-standing need for the improvement of Barnegat Bay in its upper reaches, completing the beach channel and affording corresponding improvement to the nearby bay-shore. The channel would be a part of the extended inland waterway route proposed in Washington recently.

"Johnny Boy" Towed into Port

The 51' *Johnny Boy*, owned by Capt. Nels Soderberg, was towed into Cape May, N. J., by the fishing vessel *Dagmar*, after she had begun to submerge, 100 miles off the Cape May coast.

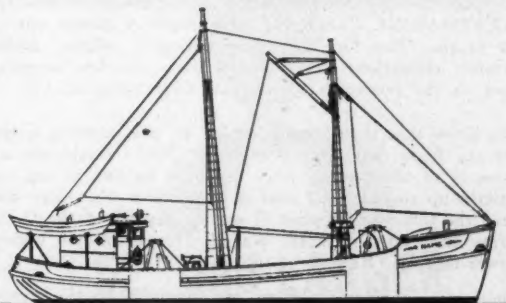
Capt. Soderberg was returning to Ottens Harbor with 120,000 pounds of flounder when water began to seep into the engine room. When the motors stalled, it was discovered that there were four feet of water in the engine room. The craft began to drift as distress signals were hoisted. Half an hour later Capt. I. H. Hansen of the *Dagmar* saw the signal and towed the disabled boat to shore.

New Dolfinite Hull Seam Filler

A FLEXIBLE, water-resisting, putty-consistency material for filling seams in hulls above and below water line has been developed by The Dolphin Paint & Varnish Company, Toledo 3, Ohio, and is being marketed as No. 1775-H Dolfinite White Hull Side and Under Water Seam Compound. Not affected by hot or cold temperatures, it does not require heating during application. It will withstand contraction and expansion of planks without pulling away from the edges, and does not become brittle, crack, or show undue shrinkage. It clings solidly to wood and oakum of previously oakum caulked seams.

FAMOUS CASEY FISHERMEN

Are Again Available



Builders of the New Draggers
74' *Abram H.* and 84' *Ursula M. Norton*

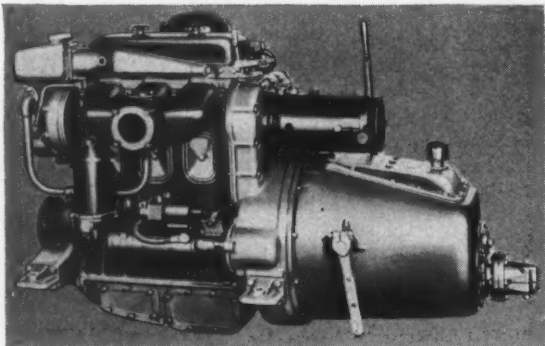
New England Distributors for
KAHLENBERG HEAVY DUTY DIESELS

Five Marine Railways Handling up to 500 tons
Complete Fishermen Repair Service and Engine Parts

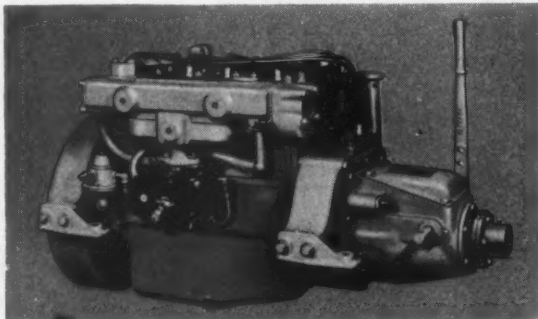
CASEY BOAT BUILDING CO., Inc.
FAIRHAVEN, MASS.

Boats with Fine Workmanship and Lasting Quality

Graymarine Gasoline and Diesel Engines are available RIGHT NOW



GRAYMARINE DIESELS: These are the "Series 71" General Motors Diesel engines, adapted and equipped for marine propulsion by Gray. Immediate shipment from stock on all standard styles of the 3, 4 and 6 cylinder models, under priority regulations. 3-cyl. model above.



GRAYMARINE GASOLINE ENGINES: 5 models out of 20 in the Gray Line are being currently shipped under priority regulations. Gray Dealers have complete information on the procedure. Reduction Gear ratios to 5:1.

We know that these engines which we are shipping today are the finest that Gray ever built. Not a single one of them is an old design. Gray has kept its line of engines strictly up to date, and that is one reason why Gray has been the foremost supplier of marine engines to the U. S. Army and Navy in World War II, over 11 million horsepower to date.

These same engines which we are supplying to the Army and Navy are available to operators of commercial fishing vessels and other work boats, RIGHT NOW!



GRAY
MARINE
MOTORS
GASOLINE
DIESEL

For information, send for free 48 page Data Book. No obligation, of course.

Gray Marine Motor Company
646 Canton Ave., Detroit 7, Mich.

Texas Fisheries Development To Expand Industry

PARTICIPATION of Texas in the future development of the Gulf Coast fishing business is predicted to be of major importance in a recent report of the Fish and Wildlife Service following a survey of Gulf Coast fishing activities. The development of the fisheries of Texas, an industry valued at \$1,000,000 annually, is believed to be only in "its infancy". Quick-freeze methods of preservation and improved transportation facilities should multiply its value many times this figure.

Southern coastal waters supply a greater variety of fish and shellfish than is found anywhere else in the country, but as yet only five major fisheries have been developed: namely, menhaden, shrimp, mullet, crabs, and oysters, named in order of importance.

Lack of Scientific Exploration

One of the reasons cited for slow development of seafood resources in Texas, as elsewhere, is lack of scientific exploration. Comparatively little is known of the oceanography of the region or the distribution and habits of fishes. Operations are now confined principally to waters close inshore.

Shrimp ranks second in volume of catch from North Carolina to Texas, while it is Texas' principal aquatic industry. Mullet, the principal food fish of the entire South, is a resource scarcely touched in Texas, although they are plentiful. The mullet fishery has been handicapped by legislation which prohibits the use of special gear for taking this fish. The mullet is very plentiful in Texas waters and an effort is underway at present to secure revision of fishing laws which are preventing the full development of this fishery.

Inadequate Storage and Quick-Freeze Plants

A second hindrance in the development of Texas fisheries is inadequate storage and quick-freeze plants. Most of the fish from Texas ports enter the fresh food markets. Necessary shore facilities for packaging and freezing the products in large volume are inadequate. Skilled labor necessary to operate such plants is almost unobtainable under war conditions.

Need for Marine Laboratory

A third handicap has been the absence of a well-equipped marine laboratory where the habits of salt water fishes and shellfishes could be studied scientifically.

This handicap shows promise of being eliminated in the near future if present plans of the University of Texas are brought to fruition.

The University has formulated plans for the construction of a marine laboratory at Port Aransas which should prove a boon to commercial aquatic industries. While it is not planned for the exclusive study of fishes popular for commercial purposes, its facilities will be available for marine biologists of the Texas Fish and Oyster Commission. Only superficial studies have been possible with the equipment available in the past.

The first unit of the construction of the laboratory will entail an expenditure of approximately \$25,000, which sum has been donated by the Rockefeller Institute to get the project underway. When completed, however, its value will be several times this amount, but construction will be only as rapid as war conditions will permit.

Gordon Gunter, marine biologist who worked for several years with the Texas Fish and Oyster Commission, will be the laboratory's first director as soon as his services are needed.

Oyster Rehabilitation Program

The construction of a marine laboratory at this time is especially pertinent to the Texas oyster rehabilitation program. While the first phases of the program are already underway, and four reefs in Aransas Bay have been planted experimentally with oysters from Copano Bay, the laboratory will be of especial benefit in helping with the research sections of the program.

Out of this extensive oyster program, with the help of the laboratory, should evolve much needed information for turning production upward again and retarding the decline which has been causing much alarm among those interested in Texas oyster production.



**Builders of all Classes of Steel
Vessels up to 4000 Tons
Conversion and Repairs
Marine Railway**

**WE ARE NOW PREPARED TO
SERVE THE FISHING INDUS-
TRY IN THE CONSTRUCTION
AND REPAIR OF ALL TYPES
OF FISHING VESSELS AND TO
MAKE PROMPT DELIVERIES.**

**COMPLETE FACILITIES ARE
AVAILABLE.**

JOHN H. MATHIS COMPANY

SHIPBUILDERS SINCE 1880

CAMDEN, NEW JERSEY

New England Office

88 Broad Street

Boston, Massachusetts

Rhode Island Fuel Tax Bill

A BILL was introduced on January 30 in the Rhode Island House of Representatives which provided for the reimbursement of state taxes which fishermen have paid on gasoline or Diesel oil used in their boats.

Following introduction of the bill, State Finance Director Edward L. Leahy said his department had received complaints concerning the tax on motor fuel used by fishermen and that they are studying the situation to see if it is possible to work out a revision that would be equitable to all.

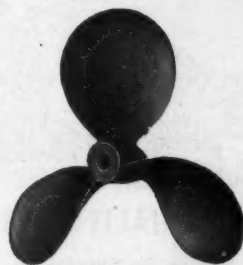
Before 1942 Rhode Island did not tax gasoline used in fishing boats. In 1942, however, the law was changed to read that exemptions would be granted only to Federal government users and to gasoline sold out of the State. The effect was to return the tax on motor fuel used by fishermen.

Buda Sales by Rapp-Huckins

A MONG the fishing vessels powered and repowered last year with Buda Diesels sold by and through Rapp-Huckins Co., Inc., 501 Atlantic Ave., Boston, Mass., were the following which are equipped with Model 6DCMR 1879 engines, delivering 170 hp. at 900 rpm.: *Caroline & Gary*, owned by Capt. George Thompson, Point Judith, R. I.; *Adele K.*, owned by Elsworth Lathan, Newport, R. I.; *Pearl Harbor*, Capt. John P. Salvatore; *Arnold*, Capt. Hans Haram; *Eugene & Rose*, Capt. Stanley P. Murach; and *Sea Hawk*; all of New Bedford; *Sea Fox*, Capt. Manuel Zora; *Three of Us*, Capt. Ernest Tarvis; *Francis J. Manta*, Capt. Joseph A. Manta; all of Provincetown; *Dorothy & Ethel II*, Capt. Harold Paulson, Cape Elizabeth, Me.; *Cigar Joe*, Capt. Joseph Frontiero; *Edna Fae*, Capt. Bruce Shoaers; *Grace & Rosalie*, Capt. Nick Parisi; all of Gloucester.

The *Barbara C.*, owned by Capt. N. Palmisano of Gloucester and the *Kelbarsam*, owned by J. Schultz of New Bedford, were equipped with the new Model 6DCMR 844 Buda Diesel, rated 120 continuous horsepower at 1400 rpm. for fishing service, and are said to be the first fishing boat installations in the country of this model.

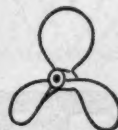
**The "High Liners" must have
efficient, dependable equipment**



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

**HYDE
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**EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY**

HYDE WINDLASS COMPANY, Bath, Maine

"Caterpillar"



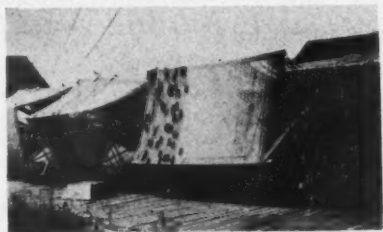
MARINE DIESEL ENGINES

PROPULSION - AUXILIARY
STATIONARY POWER UNITS
ELECTRIC GENERATING PLANTS

H.O. PENN MACHINERY CO.

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140th STREET & EAST RIVER, NEW YORK 54, N. Y.

BRANCHES
MINEOLA, LONG ISLAND. POUGHKEEPSIE, N. Y.
NEWINGTON, CONNECTICUT.



FINEST QUALITY NETTING

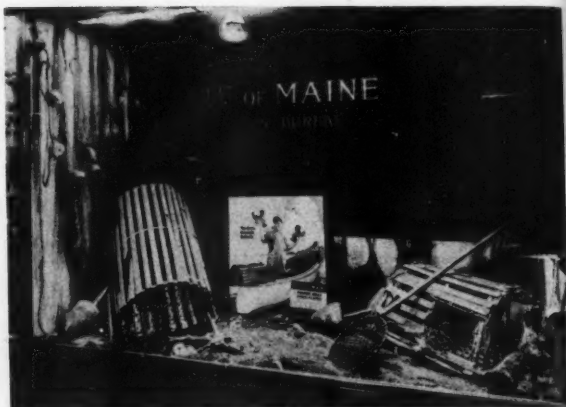
Made By Specialists
To Meet Exacting Needs

For Gill Nets, Seines, Pounds, Traps



A. M. STARR NET CO.

East Hampton, Conn.



Attractive display window in the State of Maine Information Bureau in Rockefeller Center, New York, featuring State of Maine lobster, traps and fishing gear and the new 8-color lithographed State of Maine lobster display piece. Arranged by Brooke, Smith, French & Dorrance, Inc., merchandising counselors to Maine Department of Sea and Shore Fisheries.

South Carolina to Study Oystering

A MOVEMENT was launched February 1 in the South Carolina Legislature by Senator Brantley Harvey of Beaufort to break up what the Beaufort County Grand Jury termed a "monopoly" in the oyster industry in that county.

In presenting the grand jury report to the South Carolina Senate, Harvey declared that state fishery laws were being violated in regard to the leasing of oyster lands and that the beds were not being properly seeded to insure continued growth of oysters in Beaufort County.

Rigid enforcement of the state's laws, he said, would eliminate the alleged monopoly, throwing open vast areas of potentially good oyster bottoms to residents of Beaufort County and others wishing to enter the business.

"We can grow the finest, biggest oysters in the country right along the South Carolina coast if the gathering and reseeded processes are properly supervised," he asserted. "We can grow a bigger oyster than the Chesapeake Bay product in a year less time than they take up there."

South Carolina's present laws governing the taking of oysters prohibits leasing of more than 1,000 acres to any one person or corporation.

The South Carolina Legislature was asked by the Beaufort grand jury to create a committee to study the needs of the oyster industry, particularly in connection with postwar development in co-operation with the Federal government.

Clutch control developed by Marine Products Company of Detroit, Mich. It has adjustable flange mountings for easy installation: these have long bearings for firm support of control shaft without binding. Serrations on shaft permit setting drag links in any desired position with relation to control handle. Sturdily constructed of all bronze, the control is designed to give positive mechanical action. It is built in a double as well as single engine unit.



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Avoiding Collisions

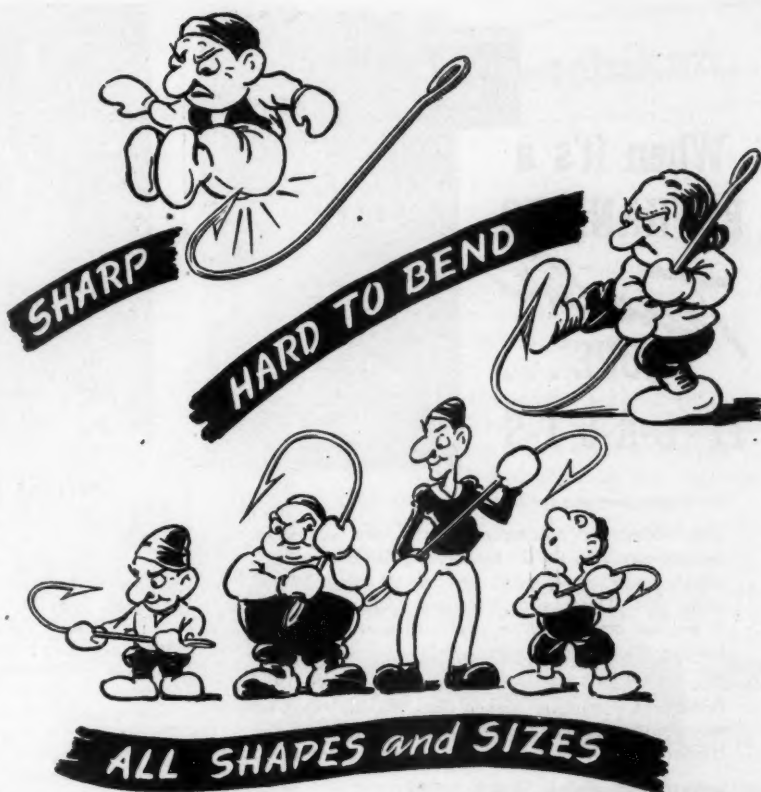
As a general rule, the immediate cause of most marine collisions is disregard or direct violation of the nautical rules of the road. In the case of vessels plying the inland or coastal waters of the United States, the majority of collisions are unnecessary. In the investigation of such cases, it usually appears that the accident could have been avoided had the masters or pilots of the respective vessels acted with strict conformity with the rules of the road.

As an illustration of this point, there was a case of two steamers which collided on an inland waterway recently. There were complicating factors in this particular instance, for four vessels were concerned; the X bound down the river and followed by the Y, one on each side of the channel, and the A bound upriver, to starboard and ahead of the B. When the leading vessels were in sight, the Y blew a two-blast signal to ontake and pass the X, which was properly answered and the Y proceeded to pass until the two steamers were approximately abreast and approaching the two upbound ships.

At the same time, the A was continuing up river, keeping to the starboard, and was being overtaken by the steamer B which gave and received the two-blast passing signal, and was about abreast of the A when the confusion arose. As the vessels approached, the Y blew a two-blast signal for a starboard-to-starboard passing, repeating it twice, and was answered once in kind by the A, signifying her agreement to the Y's proposal. At this juncture, there appears to have been an exchange of one and two-blast signals between the four steamers which created confusion as to which vessel originated them and for which vessel they were intended, until the situation became crucial and the alarm signal was sounded.

Then, when the A and the Y had drawn dangerously close, the A suddenly gave a cross signal of one blast and changed course to the right, going full speed ahead on the port engine and backing on the starboard, as it became apparent to the pilot that he would not be able to cross the bow of the Y. The rudder was kept hard right, and according to testimony, the A had made almost a 180° turn and was headed almost downstream when the two vessels collided—the starboard bow of the Y striking the port bow of the A and their quarters scraping as the latter continued to swing.

The collision occurred in the early morning while it was still dark, and when the two downbound and the two upbound vessels were both abreast, a doubly hazardous situation. When it first became apparent that confusion existed in regard to the signals given and there was misunderstanding for whom they were intended, it was the duty of both masters to reduce the speed of their vessels to bare steerageway, stop, and back if necessary, until the difficulty had been worked out.



You need good fish hooks — that's the way you make your living. You want sharp points that stay sharp — tough hooks with accurate bends that won't open up at the wrong time. In other words, you want DeWitt American-made Fish Hooks.

Regardless of what style and size hooks you use, DeWitt makes them. Try them, and you'll see why fishermen all over the world use DeWitt hooks to take more fish at a lower hook cost per season.

Write for catalog and quotation on your season's supply of hooks. Please give the name of your supply house.

DeWitt
AMERICAN-MADE
FISH HOOKS



Bill DeWitt Baits *Auburn, N. Y.*

DIVISION OF SHOE FORM CO. INC.

When it's a BETHANIZED *Trawler* ROPE . . . IT L-A-S-T-S



Corrosion shortens the life of a trawler rope.

But bethanized coating offers the best protection against corrosion, for the bethanizing process applies a heavy, uniform coating of pure zinc to every foot of every wire. This coating is of such high quality that it will not crack, peel, or check, even after repeated bending around small turns.

The exclusive electrolytic process by which the bethanized coating is applied does not sap the base wire of its strength and toughness. That means stronger trawler rope . . . longer life . . . fewer replacements.

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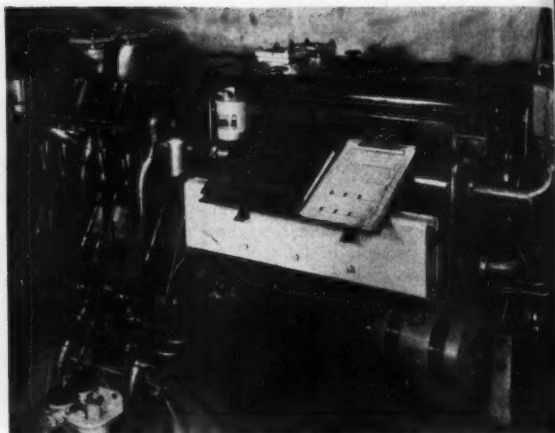
**REINER Marine
Auxiliary Unit.**

**Generating Sets
and
Auxiliary Units**

Made to Order. You need auxiliary power . . . auxiliary air . . . auxiliary pumping capacity. With a Reiner Auxiliary Unit you don't have to fit your requirements into the "nearest" unit. Rather the above equipment is selected to fit your requirements and then assembled into a compact unit. That's what makes Reiner Auxiliary Units the better buy . . . what has influenced such exacting buyers as the Army, Navy, Coast Guard and Maritime Commission to accept Reiner.

JOHN REINER & CO

12-12 37th AVENUE, LONG ISLAND CITY 1, N. Y.



Maintenance log and guide installed on Quad Diesel power unit.

Detroit Diesel Maintenance System

A NEW Progressive Lubrication and Maintenance System has been developed by Detroit Diesel Division of General Motors for the Navy. As delivered to the ships, the complete system consists of the following items: 1. A Special Metal Log Desk. 2. "Engine Room Operator's Guide". 3. "Progressive Lubrication and Maintenance Log" (4 pads). 4. Portable Clipboard, for Log Sheets.

The purpose of this system is to make available in the engine room of the LCI (Landing Craft Infantry), complete instructions on the care and maintenance of the two Quad Power Units which propel these ships.

The Quad is four six-cylinder Series 71 General Motors Diesel engines coupled together delivering power to a single driveshaft. Another multiple engine development is the Two 6-71 power unit. Here two 6-71 engines are coupled together and like the Quad, deliver power to a single driveshaft. The simplicity of the G. M. Series 71 two-cycle Diesel engine, with right or left hand rotation and the fact that accessories can be mounted on either side of its symmetrical cylinder block, led to the development of these multiple engine power units. They will provide more power with less weight and in less space for many postwar applications.

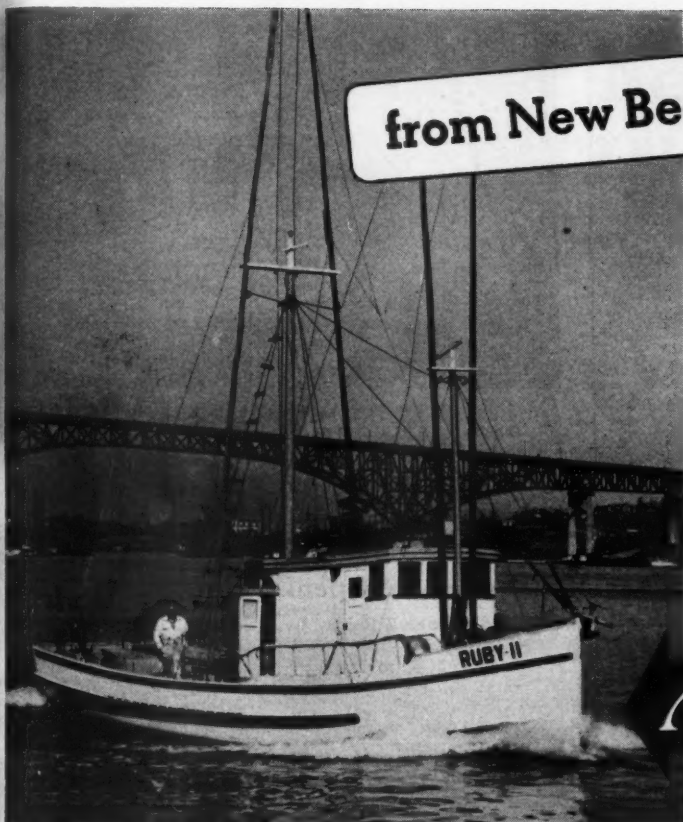
Two generator sets of 20 K.W. capacity, each powered by the two-cylinder Series 71 General Motors Diesel, furnish auxiliary power for the LCI, and are also covered in the Guide.

To facilitate the use of the guide and log sets, a metal desk is mounted directly on one of the Quad engines. The guide is then riveted permanently to the desk. The spring clip board also rests on the desk to the right of the guide when not in use. Upon the clip board is placed the lubrication and maintenance log sheets which may be carried from engine to engine as the work progresses.



Boats owned by W. S. Wells & Co., Southport, N. C., showing from left to right the "Mary L." and "Dixie Doodle", powered with D4600 Caterpillar Diesels; and the "Imperial II" and "San Jose", powered with 60 hp. Superior Diesels.

from New Bedford to Ketchikan...



New Bedford's in Massachusetts, and Ketchikan's in Alaska . . . These two fishing towns, thousands of miles apart, differ in climate and differ in sea conditions. But this one thing they have in common . . . many of the finest boats in both harbors are powered by Mack.

The boat in this picture is the RUBY II, owned by John Siefert of Ketchikan, Alaska. She is 42' long, with a beam of 12' and depth of 5'6". And of course her engine is a Mack Diesel, with a three-to-one reduction gear, and it turns a 38" x 26" propeller.

MACK MANUFACTURING CORPORATION
MARINE ENGINE DIVISION, EMPIRE STATE BUILDING, NEW YORK 1, N. Y.

Mack DIESEL MARINE POWER



Mack Marine Engines Are A Product Of The Builders Of World-Famed Gasoline and Diesel-Powered Trucks, Buses and Fire Apparatus.

North Carolina Board Approves Restoration Program

A TENTATIVE program designed to restore North Carolina commercial fisheries to their former prominence was approved by the Board of Conservation and Development at its meeting in Raleigh recently, subject to legislative approval.

The program calls for the building of a commercial fisheries center and docks on state-owned land at Morehead City, with laboratory facilities. It is proposed to restore fishery license fees to pre-1932 levels to produce part of the money needed for the program.

The report notes that Connecticut, with 1/35th of North Carolina's fishing area, gets \$1,060,200 from commercial fishing, while North Carolina's production is only \$1,864,600. Virginia, with a third of North Carolina's fishing area, nets \$4,857,000, and appropriates \$200,000 annually for conservation and promotion of its fisheries.

Dwindling catches of crabs, oysters, shad, herring, rock, scallops, and other commercial fish are cited in the recommendations. Studies of the causes of the gradual disappearance from North Carolina waters of these fish are urged, and the problem of stream pollution "should be tackled promptly", adds the report.

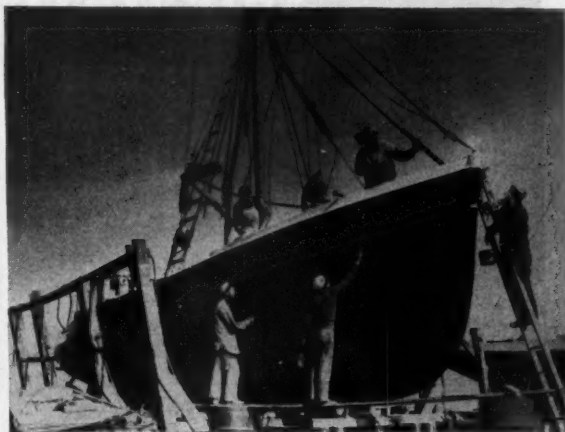
North Carolina now is third in the southeast in fishery production, but the report concluded that possible wise expenditure of manpower and surplus war materials might restore North Carolina to her rightful position in the industry and make the waters serve her citizenship in a far more profitable manner than is now the case.

The program was submitted by R. H. Holland, Oscar Breece, and Josh Horne, members of the Commercial Fisheries Committee of the Board.

Joseph Skinner Wise Dies

Joseph Skinner Wise, 52, of Stumpy Point, N. C., died last month in Montreal, Canada. He was well known in the fishing trade from Canada to Florida, and had spent the past 20 years traveling for New York fish houses.

Service for the Fishing Fleet



HAULING

ALTERATIONS

REPAIRS

We Build Also



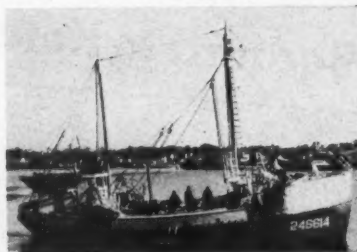
Palmer Scott & Co., Inc.

NEW BEDFORD, MASSACHUSETTS

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Marine
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Plants



Sacred Heart—180 hp. Superior

Over 30 Years
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Your Service

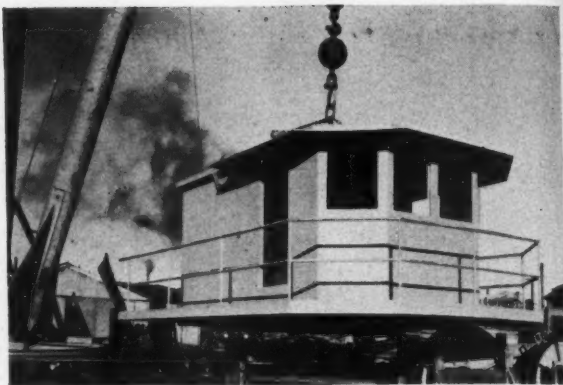
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Marine Engineers

**1045 Commonwealth Avenue
Boston**

SALES — SERVICE — PARTS

**Superior Diesel — Chrysler — Red Wing
Goodrich Bearings
Sheppard Diesel Auxiliaries**



One of two pilot houses built by New England Trawler Equipment Co. of Chelsea, Mass. for General Seafoods Corp. of Boston, Mass., who will install them on their trawlers "Billow" and "Breeze" during their Spring overhauling. The houses will be delivered completely fitted with all joiner work, including windows, sash, bunks, doors, and chart table ready to lower into place on the hulls.

Westerbeke Opens Gloucester Branch

WESTERBEKE Fishing Gear Co., Inc., 279 Northern Ave., Boston 10, Mass. formally opened its new store and warehouse at 52-58 Duncan Street, Gloucester, Mass., on January 15.

Designed to better serve the Company's Gloucester customers, the new branch is housed in a 2-story building of cinder block construction, having 6300 square feet of floor space.

It is completely equipped for efficient handling of supplies, and is arranged to facilitate efficient service. The first floor contains the sales store, which has show windows, ample counter space and rotor bins; as well as the warehouse and offices. The warehouse section has provision for discharging and loading of trucks under cover, and is fitted with traveling cranes for both the first and second floor levels. The second floor contains a large net loft that is well lighted and ventilated, and has full accommodations for hanging nets.

The Westerbeke Company will carry a complete line of fishing equipment and supplies, including a full line of marine hardware and blocks, trawl nets and sections for all sizes of draggers and trawlers, Grimsby cod-ends for all trawl nets, dandeline fittings, floats, head ropes, foot ropes, rigging, Roebling wire rope, Wall and Plymouth cordage and twine, and Danforth anchors.

Capt. Wm. E. Westerbeke, president, and Herbert F. Greene, general manager of the Company, will be in charge of the Gloucester plant.

Engine Improvements by Kiekhaefer

CULMINATING several years' intensive research and experimentation, the first American-made line of all-purpose, two-cycle, air-cooled, small industrial engines has been announced by the Kiekhaefer Corporation, Cedarburg, Wisconsin. Claims of greatly increased service life between inspection and repair periods are made. Spark plug life is said to be more than ten times that formerly anticipated on small engines, and standard commercial spark plugs as well as aircraft plugs, can now be used on fuels including 100 octane.

The Kiekhaefer engines are distributed under the name of "Mercury", and all sizes operate efficiently on leaded gasoline and detergent oil. A new ignition circuit, together with the special magneto are the major contributing factors in perfecting the engine and providing for the use of modern fuels and oils.

The Mercury engines have established a new low in pounds to horsepower ratios. Other improvements include forged steel antifriction connection rods, ball bearing crankshaft, and low piston speeds permitting upwards of 6000 hours of operation between piston and ring and other replacements.

Engines are being built for crankshaft speeds of 2500 to 4500 rpm. making them ideal for 3600 rpm. 60-cycle generator applications, as well as for high-cycle or light weight D.C. electric generator sets, pumps and compressors.

SHIPMATE



MODEL

10350
GALLEY RANGE

Oil burning, 100% insulated range designed to serve up to 25. Low current demand and economical fuel consumption. Heavy-duty cast-iron construction.

SPECIFICATIONS

Size of Oven	19½x18x11
Size of Top	37x29
Size of Pipe Collar	7
Overall Dimensions	37x30½x30¾
Weight	501

THE STAMFORD FOUNDRY CO.

ESTABLISHED 1810

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It is no gamble to bet on a sure thing. You can't lose with Pauls fish nets, the netting scientifically designed to give you long, trouble-free service and the dependable quality you can rely on. Durable, strong, and trusty, Pauls Double Knot Gill Netting, Cotton Seines, and Trap Webbing insures you a good deal. See your dealer today for Pauls fish netting.



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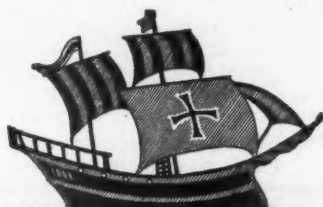
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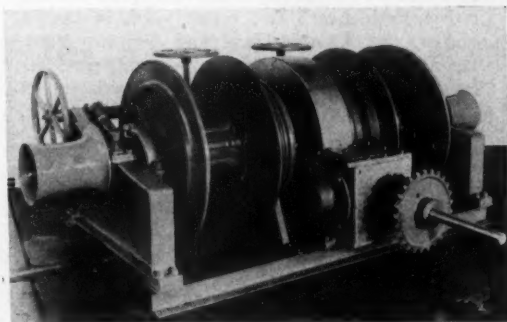
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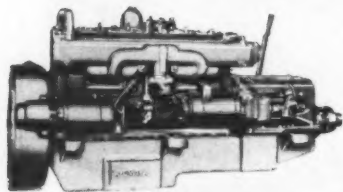
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Complete Deck and Underwater Equipment:
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Hiawatha Special 58-90 hp.

6-cylinder, L-head, 4" bore, 4 1/4" stroke, 320 cu. in. displ., 1500 to 3000 rpm.

COMING...2 NEW *Red Wing* marine ENGINES

for runabouts . . . a new lightweight, four cylinder engine in the 100 cu. in. class.

FOR RUNABOUTS, CRUISERS AND GENERAL UTILITY BOATS . . . a new, lightweight, six-cylinder engine in the 200 cu. in. class.

OTHER RED WING SIZES

20 Gasoline Models: 8 hp. to 125 hp.

Spark Diesel Types: 42 hp. to 125 hp.

(a few available for essential needs)

RED WING MOTOR CO., RED WING, MINNESOTA

Trawler repairs in the port of BOSTON

With so many trawlers now on war duty, it is more important than ever before to keep those still in service in good running order. Bethlehem's two repair yards in Boston harbor, the Atlantic Yard and Simpson Yard, have unexcelled facilities for repairing and reconditioning trawlers. Get in touch with one of these yards next time you need trawler repairs.

BETHLEHEM STEEL COMPANY Shipbuilding Division

General Offices:
New York, N. Y.

Boston Office:
75 Federal St.



New Brunswick Sardine Herring Establish Record in Value

By C. A. Dixon

ALL previous records for the landed value of sardine herring in Southern New Brunswick were broken in 1944 when fishermen caught 81,492 hogsheads, worth \$1,344,000 (Canadian funds). With the exception of 925 hogsheads of sardines caught in Saint John County, valued at \$15,262, all of the fish were produced in Charlotte County.

The biggest catch of sardines during the year was made at Deer Island and vicinity where 31,160 hogsheads were caught and sold for a total of \$525,833.00. Canadian packers bought 8,717 hogsheads; and 22,413 hogsheads, valued at \$336,195.00 (American funds), were exported. Herring scales valued at more than \$80,000 (boating included) were exported from Deer Island during 1944.

The Island has a sardine canning plant that is operated the year round, which normally hires 100 employees. The canned sardines put up by H. W. Welch, Ltd., are shipped to all parts of the world. Recently the Company erected a modern fish meal plant which is being fitted with machinery in preparation for the 1945 season's activities.

Purse seiners from different villages in Charlotte County, N. B., have been catching fish since the New Year came in at points along the mainland shore of the county in Eastern Charlotte. The fish have been small; but the demand has been good, although the factories on both sides of the international boundary have been handicapped by their inability to handle as many of the smaller fish as would be the case if larger ones were available.

Some weirs at Deer Island have caught fish all January, an unusual happening. As February advances fish are still reported in some localities. It is expected that the seiners will produce better fish as to size in February and March.

Two Boats Launched

Two of the finest boats of their respective classes were launched recently, one at the boatshop of Linden Tewksbury & Sons of Leonardville, Deer Island, N. B., and the other at the Geo. E. Richardson & Son boatshop of Richardson, Deer Island, N. B. One boat is for Capt. Ted Griffin of North Head, Grand Manan, a well-known sardine boatman employed by the Holmes Packing Corp. of Eastport, Me., and the other for Freeman Newman of Wilson's Beach, a top-notch purse seiner of Charlotte County, N. B.

The Newman boat is the last word in boats of the class used for purse seining in the Winter months. The Griffin craft, a boat of 80-hogsheads capacity, is also the last word in sardine boats.

A number of boats in different localities have been procured in Nova Scotia, and at points in New Brunswick during the last few months. The only reason that the fishing fleet is not further augmented is because of wartime restrictions of material, equipment, and labor. When the war is over it is expected that a building boom will take place in the industry, as the fishermen have plenty of money with which to buy new boats and modern equipment.

Grand Manan Fish Company Sold

A company consisting of Grand Manan and Maine businessmen led by the Riveria Packing Co. of Eastport, has purchased the holdings of the Grand Manan Fish Co. at North Head, and plans to begin to enlarge and equip the building there in the immediate future.

Lower Price for Bloater

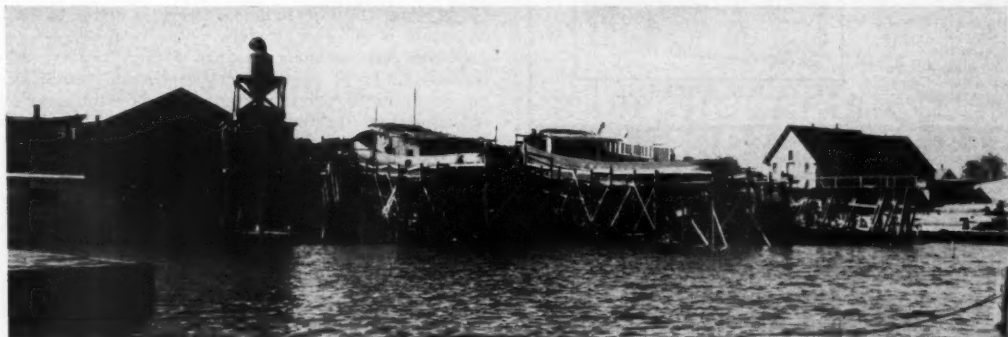
Sales of bloaters were very slow up to the latter part of January. They have since increased, and it is expected that the remainder of the Grand Manan pack of bloaters will be sold quickly. The price has not advanced since the start of the season, and it is still lower than the all-time high price of 1943.

New Dragger for Halifax Fisheries

The 110' wooden dragger *Halifax*, built from Eldredge-McInnis design by Mahone Bay Shipbuilding Co., Mahone Bay, Nova Scotia, for Halifax Fisheries, Ltd., was expected to start fishing this month. She is powered with a 410 hp. Fairbanks-Morse Diesel.



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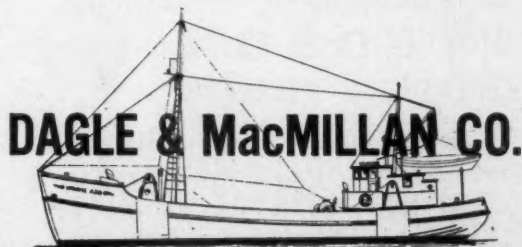
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Swivels - Coupling Hooks - Anchors

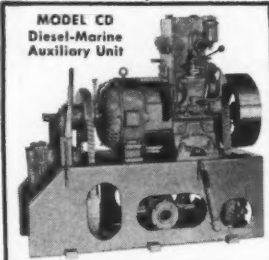


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WATER . AIR**All in One Compact
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GENERATOR—3½ or 5
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20 c.f.m.**PUMP**—60 or 90 g.p.m.
at 60 lbs.**Net Weight**—1,400 to 2,400
lbs., depending upon
capacitiesOther combinations to 10
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sets available.**MODEL CD
Diesel-Marine
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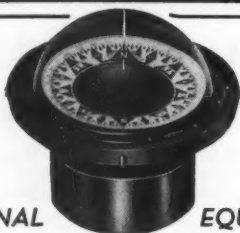
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South Boston, Mass.

**Vineyard Bay Scalloping
Has Yielded Well****By J. C. Allen**

WITH February aboard and the year fairly begun, there are many things to talk about of pertinent interest to fishermen. The devil of it all is, that some of this dope may well be stale by another month because so much hinges on the progress of the war. As a pierhead loafer, who watches things from the sidelines, as it were, it seems to us that some discussion is in order anyhow.

Of the luck in these bearings during January, the less said, the better. To be honest, there were some faint signs of a little improvement in the movement of fish. Our vessels succeeded in finding some yellowtails, flounders and haddock at times, but the weather drove them in on almost every occasion. Receipts were mighty low all through the month and there was mighty little encouragement among the small draggers.

Some of them tackled things off Block Island, where a body of fish was reported. They got some. Others went to the east'ard and picked up a few there. Haddock struck on off the Cape Shore, but it was not on good dragging bottom, and there were even haddock in Vineyard Haven harbor, picked up in the quahaug dredges, where haddock were never seen before. But the total catch was slim.

Quahauging has been followed steadily all through the month by small draggers who fitted out for this business. Bay scalloping has held up well, in Chilmark and Gay Head. The estimated take, up to the last of the month in Gay Head, was in excess of \$20,000 at the caplog.

Town action to further improve shell fisheries is expected during February, in Tisbury, and probably some of the other Island towns, which is all to the good, especially as things stack up on the fishing grounds. In these bearings, the old-timers figure that they can get along and make a living by sticking to it, especially if there is a falling off in the number of vessels engaged, as looks likely now.

Ceilings, Black Markets and Union

Fishermen are fretted over price ceilings, black market activities, the activities of the fishermen's union, and several other things. From our own pierhead point of vantage, we can't blame them.

The talk is, for example, that the black market has gouged the legitimate dealer severely. Maybe this practice puts a little more money in the pockets of some fishermen, but it also puts the dealer in such a spot that he may not be able to give the fishermen a hand, as in days gone by, when they need it. Of course, as we see it, the evil all goes back to the ceiling.

Short Lobster Law

It is none of our damned business, but we are disturbed to learn, through the Fish and Wildlife Service, that Maine has adopted the short lobster law similar or the same as that of Massachusetts. We are disturbed because we have always believed that State-of-Mainers had plenty of good common sense, but they certainly haven't used it if they have failed to learn something by the mistakes of Massachusetts.

We have had this short lobster law on the statute books for fifty years or more, to our personal knowledge, and it has been a failure from the start. On the basis of the Government bureau's own figures, Massachusetts produces less than one-quarter of the nation's lobster catch, today, and we know that the percentage was much greater within our own memory. Obviously, the supply is decreasing in Massachusetts.

But why not? We will bet that if a Maine or Massachusetts poultry raiser killed off all his laying hens, and his roosters, and the hawks got all his chickens, that he would be on a lee shore in damned short order. Well, that's what happens to lobsters under the Massachusetts law, figuratively speaking. The adult lobsters are marketed, and the cod get the shorts. What the hell is there left to breed?

Oh sure, we have a law protecting egg-lobsters which is all right as far as it goes. Can't take 'em and kill 'em, if they have eggs on them, or if they bear the state mark. But the state mark grows out in a couple of seasons, and lobsters don't carry their spawn very long. After they deposit it, they are fair game, so the law doesn't amount to much as we see it.

FULTON**Species**

Alewives
Bluefish
Butterfish
Codfish, n
Codfish, st
Croakers
Eels
Flounders
Fluke
Haddock
Hake
Herring
Jewfish
King, Whi
Kingfish
Mackerel
Mullet
Pollock
Red Snapp
Pompano
Scup
Sea Bass
Sea Trout
Shad
Silversides
Smelt
Sole, g'y
Sole, lem.
Spanish M
Striped Ba
White Per
Whiting
Yellowtail
Clams, ha
Clams, sof
Conchs
Crabmeat
Crabs, har
Frogs Legs
Lobsters
Mussels
Shrimp
Squid

(Hailing)

Adventure
Arlington
Atlantic (3)
Baby Paul
Belmont (1)
Bettina (2)
Billow (3)
Boston (1)
Breaker (1)
Breeze (3)
Brookline (3)
Cambridge
Charles M.
Cormorant
Dorchester
Fabia (2)
Fannie F. F.
Felicia (1)
Flow (3)
Frances C.
Geraldine &
Gertrude P.
Gosoon (1)
J. B. Junior
Lark (3)

Alpar (1)**Feed**

ADM
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The De
Army-Na

Fulton Market Wholesale Prices

Species	Jan. 1-6	Jan. 8-13	Jan. 15-20	Jan. 22-31
Alewives	.. ..	.. ..	.04-.04	.04-.05
Bluefish	.25-.40	.38-.45	.30-.45	.30-.45
Butterfish	.. ..	.. ..	.. ..	.15-.28
Codfish, mkt.	.13-.16 1/4	.12 1/2-.14 1/2	.12 1/2-.14 1/2	.08-.14 1/2
Codfish, stk.	.16-.20 1/4	.17-.19 1/2	.17-.19 1/2	.16-.19 1/2
Croakers	.11-.22	.12-.18	.08-.14	.08-.14
Eels	.. ..	.. ..	.. ..	.12 1/2-.20
Flounders	.09-.17 1/2	.11-.17 1/2	.10-.19 1/2	.12-.16
Fluke	.. ..	.. ..	.22-.35	.16-.32
Haddock	.13 1/2-.16	.13 1/2-.15 1/2	.13 1/2-.15 1/2	.09-.16
Hake	.15-.16 1/4	.11-.16 1/4	.13 1/2-.16	.09-.16
Herring	.07-.07	.. ..	7.00-8.00	.. ..
Jewfish	.. ..	.30-.30	.30-.30	.28-.30
King Whiting	.. ..	.. ..	.. ..	.18-.18
Kingfish	.29-.32	.25-.32 1/2	.20-.25	.20-.24
Mackerel	.12 1/2-.12 1/2	.. ..	.. ..	.. ..
Mullet	.. ..	.. ..	.. ..	.14-.18
Pollock	.12 1/2-.16 1/2	.11-.15 1/4	.11-.15 1/2	.11-.17
Red Snapper	.38-.40	.. ..	.. ..	.37 1/2-.42
Pompano	.75-.75	.70-.72	.68-.75	.65-.70
Scup	.10-.10	.18-.30	.14-.14	.15-.25
Sea Bass	.12 1/2-.25	.12-.30	.10-.25	.10-.25
Sea Trout, sp.	.25-.42	.42-.45	.43-.45	.40-.45
Shad	.14-.35	.. ..	.. ..	.15-.32
Silversides	2.50-3.50	.. ..	.. ..	.. ..
Smelt	.16-.45	.12 1/2-.45	.16-.50	.12 1/2-.50
Sole, g'y	.. ..	.17-.17	.. ..	.14 1/2-.15 1/4
Sole, lem.	.. ..	.22-.23	.22-.23 1/2	.22-.23 1/2
Spanish Mackerel	.21-.25	.16-.22 1/2	.18-.21	.15-.27 1/2
Striped Bass	.35-.40	.38-.43	.42-.45	.45-.45
White Perch	.. ..	.. ..	.. ..	.06-.25
Whiting	.07-.08	.04-.08	.07-.08	.03-.06
Yellowtails	.10 1/2-.13 1/2	.10 1/2-.13 1/2	.10 1/2-.14	.10-.12
Clams, hard	4.00-13.00	4.50-15.00	4.50-15.00	4.50-22.00
Clams, soft	5.00-6.00	5.00-6.00	6.00-6.00	6.00-6.00
Conchs	6.00-12.00	6.00-6.00	6.00-6.00	6.00-6.00
Crabmeat	1.10-2.50	1.25-2.25	1.20-2.00	.85-1.75
Crabs, hard	4.00-5.00	3.00-4.50	2.50-4.00	3.50-4.00
Frogs Legs	1.70-1.75	.. ..	1.70-1.70	1.70-1.75
Lobsters	.71-.88	.65-.83	.65-.82	.65-.82
Mussels	2.50-2.50	2.50-2.50	2.50-2.50	2.50-3.00
Shrimp	.31-.38	.25-.38	.20-.38	.17-.38
Squid	.. ..	.. ..	.22-.22	.. ..

Boston Landings for January

(Hailing fares. Figure after name indicates number of trips.)

Adventure (3)	220,600	Maine (3)	323,500
Arlington (1)	103,000	Maristella (3)	196,000
Atlantic (3)	253,500	Marjorie Parker (1)	31,500
Baby Paul (1)	26,300	Neptune (3)	312,000
Belmont (1)	121,000	Newton (3)	255,100
Bertina (2)	78,000	Ohio (2)	75,800
Bilow (3)	322,800	Plymouth (3)	332,400
Boston (1)	35,000	Quincy (3)	375,500
Breaker (1)	88,500	Ripple (2)	193,300
Breeze (3)	354,000	Roma (1)	5,400
Brookline (3)	311,500	Rosalie D. Morse (1)	19,000
Cambridge (2)	227,000	Rose Mary (1)	5,500
Charles M. Fauci, Jr. (2)	99,000	Sea (2)	352,700
Cormorant (2)	306,000	Shamrock (1)	19,100
Dorchester (3)	274,100	Spray (2)	40,000
Fabia (2)	190,000	Squantum (1)	14,000
Fannie F. Hickey (1)	4,500	Theresa R. (2)	131,500
Felicia (1)	43,200	Thomas D. (3)	143,000
Flow (3)	420,000	Thomas Whalen (2)	195,200
Frances C. Denehy (1)	49,500	Triton (3)	320,700
Geraldine & Phyllis (3)	137,000	Vandal (2)	127,000
Gertrude Parker (1)	39,100	Weymouth (3)	291,000
Gossoon (1)	22,000	Wm. J. O'Brien (1)	122,300
J. B. Junior II (1)	11,900	Winchester (3)	299,600
Lark (3)	374,200	Winthrop (2)	165,800

Scallop Draggers (Landings in Gallons)

Alpar (1)	700
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Federal-Mogul Plant Awarded Star

ADMIRAL C. C. BLOCH, U. S. N. (Retired) Chairman of Board, Production Awards, recently notified T. F. W. Meyer, Division Manager of Federal-Mogul Marine that the Company's Greenville plant had been awarded a star for its Army-Navy "E" flag. The original flag was presented to the plant in July, 1944.

The Detroit plant, Federal-Mogul Marine Division, flies the Army-Navy "E" burgee with two stars.

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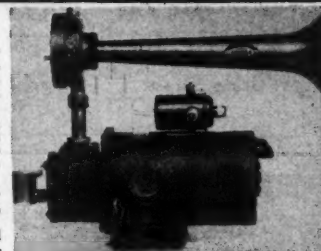
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17 Administration Building Fish Pier, Boston, Mass.

New Bedford Landings for January

(Hailing fares. Figure after name indicates number of trips.)

Agda (1)	19,000	Marie & Katherine (3)	74,000
Alva (1)	7,000	Martha E. Murley (1)	12,000
Anna C. Perry (2)	19,000	Malvina B. (1)	25,000
Anna M. (1)	9,000	Mary Grace (1)	32,000
Arnold (3)	40,800	Mary J. Landry (2)	16,700
Cambridge (1)	61,000	Mary Tapper (1)	1,500
Camden (3)	58,000	Misham (1)	2,000
Charles M. Fauci, Jr. (1)	90,000	Nashawena (2)	12,500
Christina J. (2)	69,000	Nautilus (1)	13,000
Clinton (1)	7,000	Nellie (1)	10,000
Dauntless (1)	4,200	Newfoundland (3)	167,000
Doris (2)	8,500	Noah A. (1)	8,500
Edith (3)	27,500	Noreen (3)	144,000
Elva (3)	20,500	Pearl Harbor (2)	78,000
Elva & Estelle (1)	3,000	Pelican (2)	74,000
Endeavor (1)	5,000	Penguin (1)	40,000
Etta K. (2)	27,000	Phyllis J. (1)	16,000
Fairhaven (3)	226,100	Quest (1)	6,400
F. J. Manta (1)	500	Ramona (1)	4,000
Flavia (1)	8,500	R. E. Ashley (3)	179,500
Four Sisters (2)	22,000	Renena (2)	29,000
Gladys & Mary (1)	40,500	Ronald & Dorothy (1)	1,800
Grayling (2)	7,000	Rosie H. (1)	2,500
Growler (1)	48,000	Sea Ranger (3)	68,000
Harriet N. Eldridge (1)	38,000	Stanley B. Butler (4)	287,000
Hazel M. Jackson (2)	19,000	Susie O. Carver (1)	5,000
Heedja (1)	9,000	Two Brothers (1)	5,000
Hilda (1)	5,500	Ursula M. Norton (2)	67,000
Huntington Sanford (3)	24,500	Viktor (1)	40,000
Joan & Ursula (3)	146,000	Wamsutta (1)	23,500
Josephine & Mary (1)	37,500	Whaler (1)	24,500
Julia K. (1)	8,000	Winifred M. (1)	11,000
Liboria C. (3)	33,000	Winifred Martin (1)	3,500
Little Growler (2)	53,000		

Scallop Dragger (Landings in Gallons)

Alpar (1)	1,000	Louis Thebaud (1)	450
Antonio (2)	1,500	Mary D'Eon (1)	200
A. P. Andrew (1)	600	Muriel & Russell (1)	500
Carol & Estelle (2)	1,250	Olive Williams (1)	1,200
Dagny (1)	200	Palestine (1)	200
Friendship (1)	900	The Friars (2)	1,400
Jerry & Jimmy (2)	1,150		

Gloucester Landings for January

(Hailing fares. Figure after name indicates number of trips.)

Agnes & Myrnie (3)	18,500	Killarney (2)	92,000
Alicia (2)	45,500	Linta (3)	34,500
Andarte (1)	117,000	Little Joe (5)	16,000
Angie & Florence (2)	15,000	Little Nancy (3)	36,000
Antonina (1)	3,000	Lois T. (4)	33,500
Ariel (1)	3,000	Lucretia (4)	11,000
Babe Sears (1)	50,000	Mary & Roy (5)	70,000
Austin W. (1)	70,000	Marietta & Mary (2)	70,000
Barbara C. (2)	4,000	Mary (4)	5,500
Beatrice & Rose (3)	29,700	Mary A. (1)	50,000
B. Estelle Burke (2)	112,000	Mary Curtis (1)	45,000
Blow (2)	205,000	Mary M. (3)	20,000
California (3)	32,000	Mary R. Mullins (1)	100,000
Calista D. Morrill (1)	1,500	Mary Rose (2)	90,000
Carlo & Vince (2)	21,000	Mayflower (3) (Gill Netter)	6,500
Carmela Maria (3)	33,000	Mayflower (1)	1,000
Caroline & Mary (3)	145,000	M. C. Ballard (2)	164,200
Casco (2)	4,500	Moonlight (1)	48,000
Catherine (2)	2,900	Nancy B. (1)	25,000
Chebeague (3)	31,500	Nancy F. (3)	44,200
Cigar Joe (4)	108,000	Naomi Bruce (3)	9,500
Columbia (2)	150,000	Naomi Bruce III (3)	11,500
Columbo (2)	55,000	Natalie III (3)	55,500
Doris F. Amoro (2)	115,000	Newcastle (2)	65,000
Edna Fae (4)	16,000	No More (2)	5,000
Elizabeth A. (3)	15,000	Nyoda (2)	19,000
Eliza C. Riggs (1)	2,000	Olympia LaRosa (1)	3,000
Emily C. (3)	10,200	Phillip & Grace (2)	286,000
Ethel S. Huff (2)	5,500	Pilgrim (1)	177,000
Eugene H. (2)	142,000	Rainbow (2)	95,000
Eva M. Martin (4)	8,500	Rita B. (1)	79,000
Evelyn G. Sears (1)	42,000	Rosemarie (1)	19,500
Famiglia (3)	22,000	Rosemary (1)	1,000
Fannie F. Hickey (1)	10,000	Rosie & Gracie (4)	65,500
Frankie & Rose (3)	28,500	Sacred Heart (3)	124,000
Gaetano S. (1)	165,000	St. Anthony (1)	36,000
Golden Eagle (2)	218,500	St. Christopher (1)	153,000
Helen M. (1)	22,000	St. Joseph (3)	31,000
Holy Family (1)	85,000	St. Peter (3)	23,000
Irma Virginia (4)	18,500	St. Providence (6)	14,600
Jackie B. (5)	27,000	Salvatore (2)	58,000
Jackson & Arthur (2)	4,000	Sebastiana & Figli (1)	5,000
J. B. Jr. (1)	1,500	Sebastiana C. (1)	37,000
Jennie & Julia (4)	46,000	Seraphina II (3)	34,000
Joseph & Lucia (1)	5,000	Superior (1)	27,500
Josephine & Margaret (1)	35,000	Trimembr (5)	8,500
		Wind (2)	139,000

ALARM SIGNALS

- *Clark Cooper Co., 319 N. Market St., Palmyra, N. J.
 Fleck Engineering & Sales Co., Inc., 1505 Eastern St., Baltimore, Md.

ANCHORS

- *R. S. Danforth, 2121 Allston Way, Berkeley, Calif.

ANCHOR-GRAPNELS

- *Chas. D. Briddell, Inc., Crisfield, Md.

BATTERIES, STORAGE

- /"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
 *Willard Storage Battery Co., Cleveland, Ohio.

BILGE PUMPS

- *Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

CAN MANUFACTURERS

- Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLAM KNIVES, TONGS, RAKES

- *Chas. D. Briddell, Inc., Crisfield, Md.

CLUTCHES

- Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

COLD STORAGE

- Quaker City Cold Storage Co., Philadelphia, Pa.

CORDAGE MANUFACTURERS

- *American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
 *Columbian Rope Co., Auburn, N. Y.
 *New Bedford Cordage Co., 233 Broadway, New York, N. Y.
 *Plymouth Cordage Co., Plymouth, Mass.
 Van der Horst Corp. of America, Olean, New York

CYLINDER LINERS, PISTONS, RINGS

- Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

CYLINDER TREATMENT

- *Van der Horst Corp. of America, Olean, New York

DEPTH FINDERS

- *Submarine Signal Co., 160 State St., Boston, Mass.
 Bludworth Marine, 100 Gold St., New York 7, N. Y.

DIESEL AUXILIARY SETS

- *Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan
 *Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.
 *John Reiner & Company, 12-12 37th Ave., Long Island City, N. Y.
 *R. H. Sheppard Co., 330 Middle St., Hanover, Pa.

ELECTRICAL EQUIPMENT

- Diehl Manufacturing Co., 240 Congress St., Boston, Mass.
 General Electric Co., Schenectady, N. Y.

ENGINE MANUFACTURERS

- *Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
 *The Buda Co., Harvey, Ill.
 Caterpillar Tractor Co., Peoria, Ill.
 Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.
 Cooper-Bessmer Corp., Mount Vernon, O.
 *Cummins Engine Co., Columbus, Ind.
 *Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan
 *Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.
 *Fairbanks, Morse & Co., Chicago, Ill.
 *Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
 The Lathrop Engine Co., Mystic, Conn.
 *Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.
 *Mack Mfg. Corp., Empire State Building, New York 1, N. Y.
 *Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.
 Murray & Tregurtha, Inc., 12 Hancock St., Quincy 71, Mass.

Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

- *The National Supply Co., Superior Diesels, Springfield, Ohio.
 Osco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.
 *Palmer Bros. Engines, Inc., Cos Cob, Conn.
 *Red Wing Motor Co., Red Wing, Minnesota
 *Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.
 Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts

- Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

Gasoline Engines

- *Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

Outboard Engines

- *Evinrude Motors, 5095 N. 27th St., Milwaukee 9, Wis.

ENGINE DEALERS

- *Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston, Mass.
 *H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.
 *Rapp-Huckins Co., Inc., 138 Beverly St., Boston, Mass.

EXHAUST HOSE

- *Bendix Aviation Corp., Philadelphia, Pa.

EXHAUST SILENCERS

- John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.
 *The Maxim Silencer Co., 74 Homestead Ave., Hartford, Conn.

FISHING GEAR

- *Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FISH SCALERS**Portable, Flexible Shaft**

- N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

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- J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

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- *Clark Cooper Co., 319 N. Market St., Palmyra, N. J.
 L. D. Lothrop Sons, Gloucester, Mass.

GASKETS

- Fitzgerald Mfg. Co., Torrington, Conn.

GASKET PACKING

- Fitzgerald Mfg. Co., Torrington, Conn.

GLUE

- L. W. Ferdinand & Co., 599 Albany St., Boston, Mass.

HOOKS, FISH

- *Bill DeWitt Bait, Hook Mfrs., Auburn, N. Y.
 "Pfueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

ICE PICKS

- *Chas. D. Briddell, Inc., Crisfield, Md.

NAUTICAL INSTRUMENTS

- *Kelvin-White Co., 90 State St., Boston, Mass.
 Kenyon Instrument Co., Inc., Huntington, L. I., N. Y.

NETS AND NETTING

- W. A. Augur, Inc., 35 Fulton St., New York, N. Y.

- *R. J. Ederer Co., 540 Orleans St., Chicago, Ill.
 The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.

- *The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

- *Pauls Fish Net Company, 357 West Ohio Street, Chicago 10, Illinois.

- *A. M. Starr Net Co., East Hampton, Conn.

OIL CLOTHING

- H. M. Sawyer & Son Co., East Cambridge, Mass.

OIL FILTERS

- *Briggs Clarifier Co., 1339 Wisconsin Ave., Washington, D. C.

- Hamilton Engineering Co., P. O. Box 1893, Boston, Mass.

OILS

- *Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

OIL SEALS

- Fitzgerald Mfg. Co., Torrington, Conn.

OYSTER KNIVES, TONGS

- *Chas. D. Briddell, Inc., Crisfield, Md.

PRESERVATIVES

- "Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

PAINTS

- International Paint Co., Inc., 21 West St., New York, N. Y.

- Pettit Paint Co., Belleville, N. J.

PROPELLERS

- *Columbian Bronze Corp., Freeport, N. Y.

- *Federal-Mogul Marine Div., 4033-91 Beaufait Ave., Detroit, Michigan.

- *Hyde Windlass Co., Bath, Me.

- *Michigan Wheel Corp., Grand Rapids, Mich.

RADIO DIRECTION FINDERS

- Bludworth Marine, 100 Gold St., New York 7, N. Y.

RADIO TELEPHONES

- The Hallicrafters, Inc., 2611 S. Indiana Ave., Chicago, Ill.

- *Harvey-Wells Electronics, Inc., Southbridge, Mass.

- Jefferson-Travis Radio Mfg. Corp., 245 East 23rd St., New York 10, N. Y.

RANGES

- Preferred Utilities Mfg. Corp., 1860 Broadway, New York 23, N. Y.

- *"Shipmate": Stamford Foundry Co., Stamford, Conn.

REVERSE AND REDUCTION GEARS

- Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.

- Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

RUBBER BOOTS

- U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

RUBBER CLOTHING

- U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

SEAFOOD TOOLS

- *Chas. D. Briddell, Inc., Crisfield, Md.

SHIPBUILDERS, BOATYARDS

- *Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.

- Camden Shipbuilding & Marine Railway Co., Camden, Me.

- *Casey Boat Building Co., Inc., Fairhaven, Mass.

- *Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.

- *Essex Boat Works, Inc., Essex, Conn.

- *Higgins Industries, Inc., 1755 St. Charles Ave., New Orleans, La.

- *Geo. Lawley & Son Corp., Neponset, Mass.

- *John H. Mathis Co., Camden, N. J.

- N. W. Montgomery & Son, Gloucester, Mass.

- Newbert & Wallace, Thomaston, Me.

- *Northeast Shipbldg. Co., 100 River Street, Quincy, Mass.

- Odenbach Shipbldg. Corp., 4800 Dewey Ave., Rochester 2, New York

- *Palmer Scott & Co., Inc., Ft. of Logan St., New Bedford, Mass.

- Willis J. Reid & Son, Winthrop 52, Mass.

- *Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.

- *Wheeler Shipyard, Inc., Ft. of Cropsey Ave., Brooklyn 14, N. Y.

STEERING GEAR

- *The Edson Corp., 49-51 D St., South Boston, Mass.

- Sperry Gyroscope Co., Inc., Great Neck, N. Y.

STERN BEARINGS

- *Hathaway Machinery Co., New Bedford, Mass.

TRAWLING EQUIPMENT

- *Dagle & MacMillan Co., 170 Border St., East Boston, Mass.

- *Hathaway Machinery Co., New Bedford, Mass.

- New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

WIRE ROPE

- *Bethlehem Steel Co., Bethlehem, Pa.

Wanted:**FISH PROCUREMENT EXECUTIVE**

National food distributor has opening for executive to organize and direct department for procurement of fresh and frozen fish. Experience must include knowledge of marketing methods and major sources of supply. Administrative ability important. Prefer man 35-45. Position is permanent with appropriate salary and attractive future. Employees of our organization know of this opening. Send letter giving age, draft status, education, employment and earnings record, and date of availability. Reply will be held in strict confidence and, if preferred, may be submitted through another person.

Write

Box "W", Atlantic Fisherman, Goffstown, N. H.

Marine Bargains

Marine Diesel Engines: 1 pr. R & L. 165 hp. Superiors with 2-1 Red. gears, supercharged. 100 hp. Mack, Model 605 W with 3-1 Red. gear and power take off. 175 hp. Buda, Model DHMR-1742 with 3-1 Red. gear, like new. 155 hp. Atlas, 4 cyl. new 1941. 160 hp. F-Morse, 4 cyl. new 1944. 180 hp. F-Morse 6 cyl. new 1944. 85 hp. Buda, Model 6 DMR-415, 3-1 Red. gear. 300 hp. Atlas 6 cyl., 300 rpm. with sailing clutch, new 1942, and many others. Gasoline Marine Engines: 1 pr. R & L Sterling C. G. Model, 200 hp., 225 hp. Kermath Sea Wolf Model. 100 hp. Hall Scott Navigator Model with 3-1 Red. gear. 40 hp. Lathrop with impulse mag. 6-91 Gray with 3-1 Red. gear. 8-110 Gray with Red. gear. One pr. R & L 6-95 Lycothings—and many others. Write for prices and description. Draggers—40' to 90', prices reasonable, full particulars on request. If you have a boat or engine for sale, send us description and price. Knox Marine Exchange, Camden, Maine.

Dragger For Sale

New in 1944. 62½ ft. long, 16½ ft. beam, 8½ ft. draft, Dragger, 170 hp. Buda, with 2 to 1 reduction gear. Gallows rigged on starboard side, large Hathaway hoist, fishing at present. Must be seen to be appreciated. Box 9, C/O Atlantic Fisherman, Goffstown, N. H.

Boats For Sale

36 ft. dragger, equipped, 100 hp. Buda, two sea scallop dredges, one quahog dredge, two nets, \$2800. 28 ft. lobster boat, Lathrop engine, dragger equipped, \$1200. 33 ft. commercial fishing boat, equipped for sword fishing, 80 hp. Buda, complete equipment. P. O. R. 26 ft. Chris Craft 1937 day cruiser, sleeps four, very clean, complete equipment, \$1500.00

For coverage in Rhode Island and Conn. list your boats and excess equipment for sale with Allen Sales Corporation, 20 Water St., Norwich, Conn.

Dragger For Sale

62' long, 16½ ft. beam, Hathaway winch, 110 hp. Atlas Diesel, complete fishing equipment. Write Box "F", Atlantic Fisherman, Goffstown, N. H.

Engines and Boats

One 85 hp. Atlas Diesel 4-cylinder, used 6 months; propeller, shaft, boxes; like new. One 100 C. O. Fairbanks-Morse 4-cylinder with reverse gear, good condition. Two draggers, one 70' with 135 hp. Atlas, other 84' with 180 Bessemer. Other engines and vessels. Write your requirements. O. M. Slocum, 501 Atlantic Ave., Boston, Mass.

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Beyer Fish Co., Fulton Fish Market
International Fish Co., 111 Fulton Fish Market
Lester & Toner, Inc., Fulton Fish Market
South Fish Co., 31 Fulton Fish Market
Frank W. Wilkisson, Inc., 16 Fulton Market

Engine For Sale

Atlas Imperial engine for sale, 155 hp., in good running condition, two and a half years old, can be seen by appointment. Mrs. Pasqualina Castro, 28 Winthrop Road, Chelsea, Mass.

Winch For Sale

Winch for sale cheap. Practically new. For 200 hp. motor, and takes 300 fathoms of ¾" wire. Northeastern Fishing Co., 20 T. Wharf, Boston, Mass., or call CAPitol 7464.

Dragger For Sale

62' overall, 15½ ft. beam, new Caterpillar 115 hp. Diesel, Hathaway winch. Everything in first class condition, hull built in 1929, completely rebuilt and equipped for dragging, new deck and pilot house, in 1944. Address Box "C", Atlantic Fisherman, Goffstown, N. H.

Used Winches For Sale

Two Model C (new bedframes and shafts) cap. 425 fm. 5/8" rope. One Model W-700 cap. 550 fm. 1/2" rope, worm-gear type. One Model BDV with vertical gear box, cap. 725 fm. 5/8" rope. New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass., or call CHElsea 4354.

Dragger For Sale

"Wanderer", 47' x 12' x 6', built 1932, 60 C. O., full equipment, asking \$10,000. Jerome K. Furman, 345 Bay Ave., Patchogue, New York.

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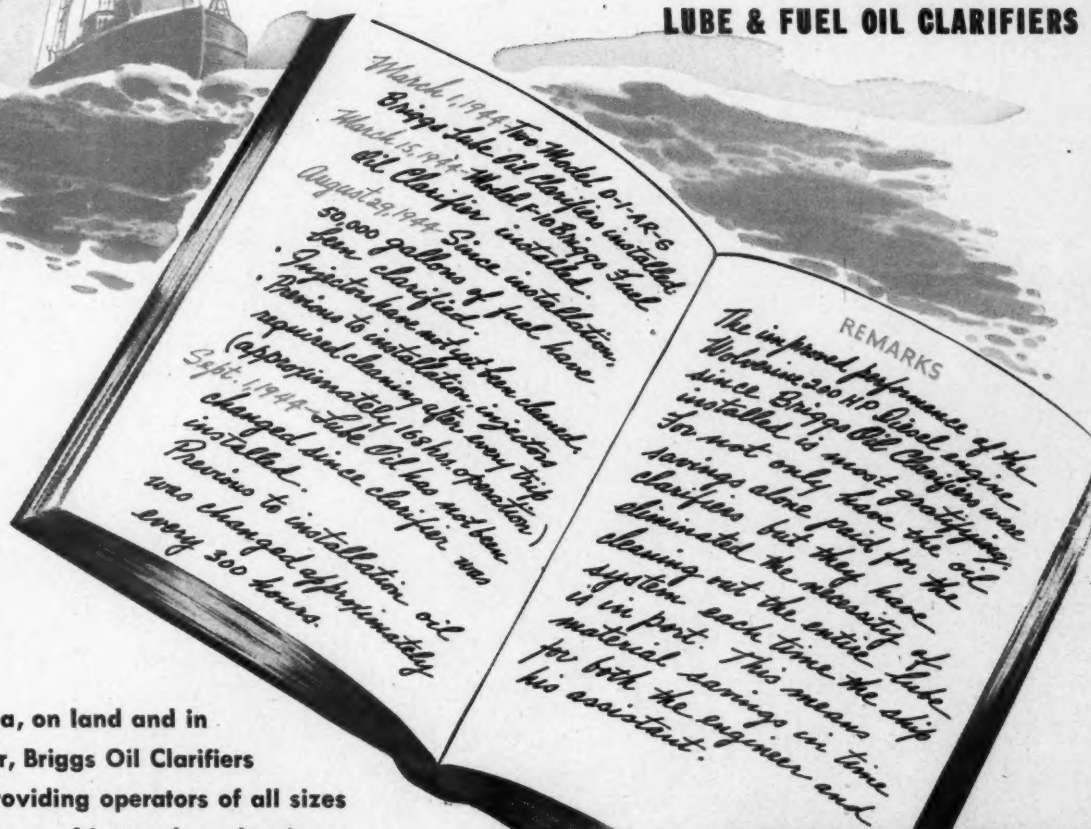
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From the LOG of the "Sea Ranger"

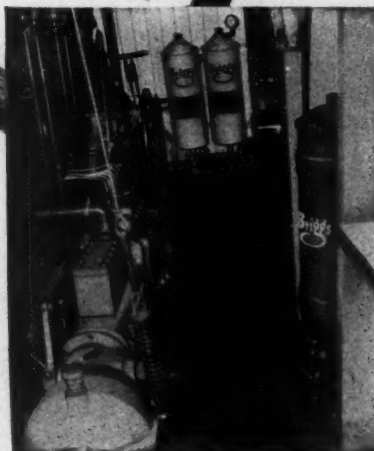
FACTS REGARDING PERFORMANCE AND OPERATION OF BRIGGS LUBE & FUEL OIL CLARIFIERS



On sea, on land and in the air, Briggs Oil Clarifiers are providing operators of all sizes and types of internal combustion engines with savings in operating and maintenance costs . . . and at the same time increasing performance and useful life of the engine. Get the facts about Briggs Oil Clarifiers for your engines from the Briggs distributor in your locality. Call him—he's listed in the Classified Section of your telephone directory.

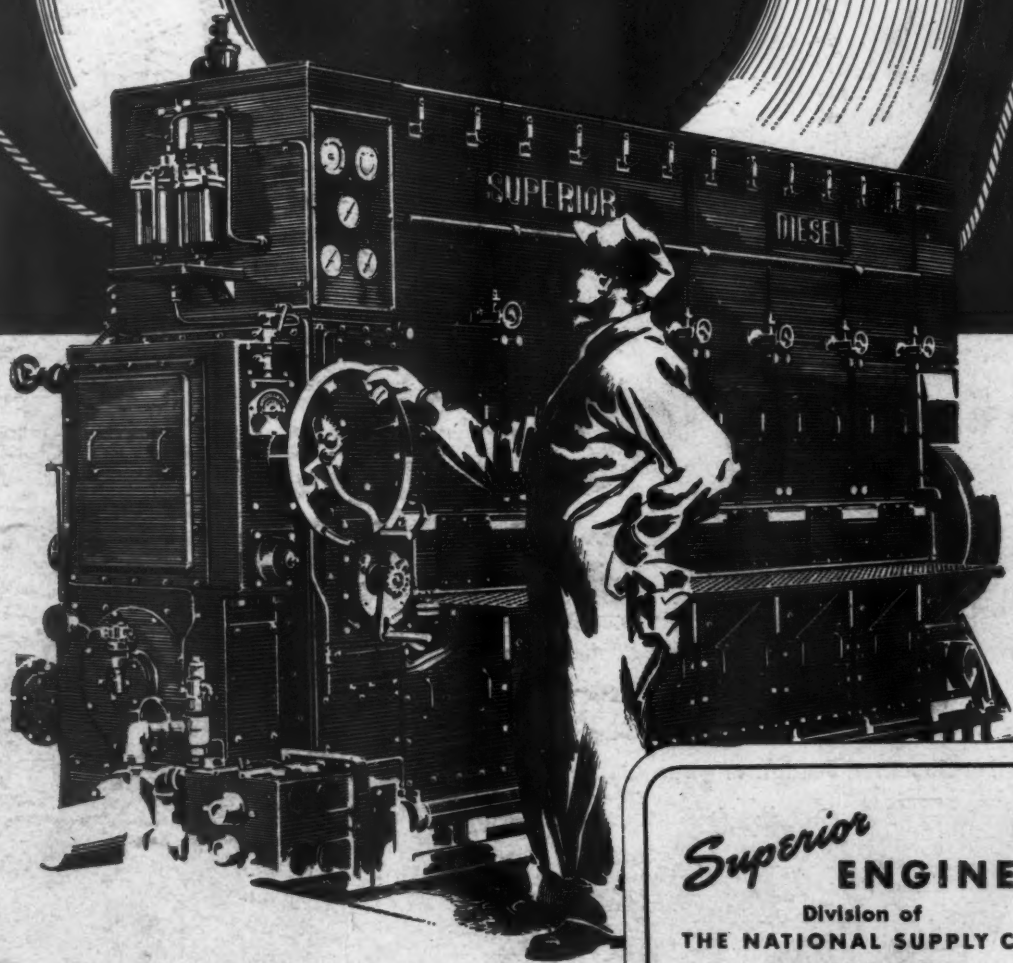


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Engine room of the "Sea Ranger"—designed and outfitted by Hathaway Machinery Co., New Bedford, Mass. In the background are the 2 Model D-1-AR-S Briggs Lube Oil Clarifiers and at right is shown the Model F-10 Briggs Fuel Oil Clarifier.

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STATIONARY, 20 to 1325 H. P. • GENERATOR SETS, 20 to 920 kw.

